

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 068



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

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**The QUEEN MARY 2 seen departing from Dubai**

**Photo : Reinier Meuleman ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **BULK HONG KONG** seen arriving in Rotterdam-Europoort

Photo : Harry van den Berg ©

## Aussie ship helps sick solo yachtsman

A solo yachtsman who set off an emergency beacon has received medical treatment from the crew of an Australian ship but has chosen to stay on his yacht.

The Australian container ship, **Yarrunga**, was diverted to assist and met the yacht at 7.30am, however the skipper reported his condition as improving and he did not feel the need to leave his yacht.

The **Yarrunga** gave advice and dropped medical supplies to the yachtsman who had suspected food poisoning.

The yachtsman's emergency locator beacon was received by the Rescue Coordination Centre New Zealand (RCCNZ) about 6.30pm Saturday.

An air force P3 Orion was sent to look for the yachtsman.

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RCCNZ mission controller Andrew Tarr said the yachtsman was about 240 nautical miles east of Lord Howe Island.

After making contact with the skipper at 11pm, the yachtsman said he had suffered a medical emergency and requested assistance, he said.

"He is confident his condition is improving and is now heading towards New Zealand," Mr Tarr said.



The **SNOW FLOWER** outward bound from Cape Town – Photo : Ian Shiffman ©

## Hundreds of helpers hit the beach in cargo ship clean-up

HUNDREDS of volunteers will help clean up a beach on a World Heritage Coast hit by debris from a grounded container ship.

For the first time, members of the public will be able to lend in a hand in what has been a massive operation since the 62,000 tonne **Napoli** - laden with more than 2,300 containers - came to rest off Sidmouth, east Devon, on January 20.

A looting frenzy ensued when containers washed ashore at Branscombe beach in the wake of the grounding, and a clean-up using heavy plant is continuing there.

But debris also affected Seaton beach a few miles to the east - where volunteers will swing into action.

"A lot of of the stuff which went into the sea is being washed up there," said an East Devon district council spokesman, who said volunteers would be clearing plastic and polystyrene.

Other public litter-picks will follow on beaches along the East Devon coast, including Branscombe.

Earlier in the week, two BMW motorcycles from the container ship were seized by police in a raid on business premises in Seaton. A total of 17 BMWs were taken from containers which washed ashore.



## Egyptian ship seized for fishing Yemeni waters

Judge Isaac Mohamed Salah, chief of Public Funds Prosecution in Hodeidah, stated that it has completed investigating the crew of an Egyptian ship named **Anwar Makkah**, seized during piracy acts and while fishing in Yemeni regional waters without permission.

The ship did not abide by navigational laws, as it discarded fish waste and oil into the sea, thereby destroying the marine environment – including pearls – and causing an estimated \$1.7 million in damages.

Salah noted that the Egyptian ship has been fishing in Yemeni waters for nearly two months, until it eventually was caught at Hodeidah Port. He indicated that authorities could not seize the ship earlier because it hid among other Egyptian ships with permission, as part of a mutual cooperation agreement between Yemen and Egypt.

Well-informed sources revealed that Yemen's government enacted effective procedures to protect international navigation and fight piracy acts and random fishing in its regional waters.

The same sources said the government deployed organized patrols from Yemeni coast guards working round the clock to observe illegal activities in Yemeni regional waters and combat piracy acts targeting Yemeni fishermen and ships.

They confirmed that the government supplied the coast guards with modern boats and equipment to protect international navigation and set permanent observance checkpoints to offer navigational services and guide ships sailing in Yemeni regional waters.

Many local fishermen were exposed to and detained during piracy acts by Somali pirates, but Yemen's government later contacted Somali authorities, which released them.

Two days ago, a U.S.-flagged yacht with three people aboard was attacked by pirates wielding rocket launchers off Yemen's coast, the Italian coast guard said Sunday, after an Italian freight ship reported a distress call.

"Around 9:45 a.m., an Italian container ship, the **Jolly Platino**, called to say it had heard an SOS message from an American sailing vessel, the **Tir Na Nog**," an official from the Rome headquarters of the coast guard told Reuters.

The Italians informed U.S. authorities in the region of the incident, which happened some 25 miles (40 km.) off Yemen's coast. The official said two U.S. and one Dutch military vessel in the area were told of the attack, but he did not know how any rescue attempts were progressing.

Cmdr. Jeff Breslau, a spokesman for the U.S. Navy's Fifth Fleet based in Bahrain, said, "Coalition forces are investigating the incident." He gave no further details. A Yemeni coast guard official in Aden said he did not have any information about the incident, adding that it occurred outside Yemen's territorial waters.

Yemen shares territorial waters with Somalia, whose coastal waters have become among the world's most dangerous in the 14 years it has lacked a central government.





The **VARIUS** is re-named in **MED FOS**  
Photo : Richard Wisse ©

## Israeli navy fires on Palestinian boats suspected of smuggling

The Israeli Navy fired on three Palestinian boats suspected of weapons smuggling Sunday morning as they attempted to enter Gaza from Egypt, injuring two.

According to Palestinian sources, two fishermen were injured, one's arm having been severed, reported Haaretz.

IDF sources say the Israeli Navy had been tracking the three Palestinian motorboats, which appeared to approach the Egyptian shore, make contact with an Egyptian ship, and load goods, presumably weapons, from the ship.

According to the IDF, the navy ship first ordered the Palestinian boats to halt, then attempted to stop them by firing warning shots, and only commenced firing at the boats themselves when they continued moving towards the Gazan shore.

Despite the naval fire, the three boats reached the shore of Gaza. It remains unclear whether the goods were weapons and if they entered Gaza.

According to the IDF, "These were not innocent fishermen, but smugglers," Ynetnews reported.

Gazan sources told the Ma'an news agency that the two fisherman, Sami al-Kouka and Ali Ibrahim al-Kouka were fishing off the Rafah shore when the Israeli naval ship opened fire on them, destroying their boat, the former wounding his arm, the latter sustaining full-body shrapnel wounds.

Since the IDF's disengagement from Gaza in 2005, there have been numerous weapons smuggled into Gaza from Egypt, many by sea. In May 2006, the IDF uncovered and confiscated over one ton of explosives in two incidents to be used to make Qassam rockets in Gaza, reported Ynetnews.

Qassam's are fired at Israel almost daily from the Gaza Strip, terrorizing Israel's southern communities.

## 'Esperanza' back on Patrol

The Greenpeace ship '**Esperanza**' is re-fuelling in Australia before sailing to Japan to continue its anti-whaling campaign. Last month, the **Esperanza** offered its assistance to the Japanese whaling ship, **Nisshin Maru**, after it caught fire in Ross Sea in Antarctica.

Japanese whalers say the incident cut short this season's hunt, but they plan to return to the Southern Ocean and begin hunting again by December.

However, a spokesperson for Greenpeace says the incident should be a clear signal to the Japanese government to stop whaling. The ship will leave for Japan on Monday.

## Rotterdam strike over - by order

Tugs resumed work today after a Rotterdam court ordered that operations were resumed, ending a four day strike that has crippled the port and caused a massive backlog.

The Court of Justice ordered Smit's tugs to go back to work at 7 am Saturday morning, saying the actions of the striking tugmen were 'disproportionate' and were having an affect on the Rotterdam oil sector, representatives of which had taken the step of bringing the case to court.

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The court deemed that Smit themselves had no case to answer and they had not acted carelessly during the conflict with the striking tug workers.

Workers are demanding higher wages and bonus settlements, Smit have previously said they found the unions' stance 'incomprehensible' as they had, the company claims, agreed to most of the demands anyway, albeit in a different formula.



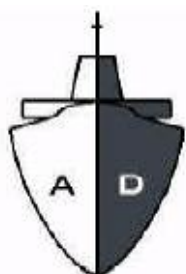
The **CHAMPION ADRIATIC** seen moored in Rotterdam

Photo : **Frans Bausch** ©

## NAVY NEWS

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## Carrier Strike Group Wraps Up Joint Exercise

The **Nimitz Carrier Strike Group (CSG) 11** and Carrier Air Wing (CVW) 11 took their final steps toward deployment as they completed the Joint Task Force Exercise (JTFEX) March 2. The exercise was designed to test the group's ability

to operate in a complex, hostile environment along with other U.S. and coalition forces. "This was a perfect opportunity for everyone to come together to hone their skills," said Command Master Chief (AW/SW) Billy Ward. "It's important the strike group has an opportunity to work together as a cohesive unit before we head to the tip of the spear." Ward said JTFEX effectively simulated real-world situations Nimitz could encounter during its time in the Persian Gulf. "I know we have the talent and skill to take on any challenge and win," Ward said. Capt. Ted Branch, Nimitz' Commanding Officer, held captain's call March 3 for the ship's crew. This was his last underway period as the ship's captain. "Nobody can remember the last time a strike group finished [JTFEX] early," Branch said. "Nimitz did. It was just a stellar job." Nimitz crew members also participated in a general quarters drill, a supply management inspection and hosted more than 50 distinguished visitors during the ship's 10-day underway. "We have an incredibly talented and multifaceted crew," Ward said. As a result of the strike group's hard work and perseverance in successfully completing the JTFEX, U.S. 3rd Fleet Commander, Vice Adm. Barry Costello, is expected to certify the USS Nimitz Carrier Strike Group "ready for deployment." More than 6,000 Sailors and Marines participated in JTFEX. The Nimitz Strike Group includes: Nimitz; Commander, Carrier Strike Group (CSG) 11; CVW-11; Commander, Destroyer Squadron 23; **USS Princeton (CG 59); USS Higgins (DDG 76); USS Chafee (DDG 90); USS John Paul Jones (DDG 53);** Explosive Ordnance Disposal Mobile Unit 11; and Helicopter Anti-submarine Squadrons 37 and 49. Homeported in San Diego, **Nimitz** is the flagship for CSG 11.

### Big bucks lure Navy technicians overseas

AUSTRALIAN navy technicians are being approached in bars in the Middle East and offered \$1000 a day, tax-free, to work for oil-rich countries.

As the navy struggles to hire and retain technical staff, officers are also being lured to the private sector in Australia by offers of double their salary, plus perks.

But it is the booming "petro-dollar" economies in places such as the United Arab Emirates that are sounding alarm bells. Senior military sources say the staffing crisis is so serious the navy is on the verge of "tying up" some warships because of manning shortfalls.

Sailors have said they are willing to take the big dollars on offer in the civilian world because their skills are not being utilised. "I'm a technician, but I spend most of my time carting garbage," one sailor said.

A two-year, tax-free contract could earn an electrical engineer \$500,000. It would take that person more than 10 years to earn that amount in the navy.

"I was approached in a bar and offered \$US750 a day, tax-free, on the spot," a sailor said.

Manning levels have been cut to such an extent that sailors are being forced to undertake a greater range of "secondary duties" and work up to 16 hours a day for weeks on end..

Crew members from the frigate **HMAS Toowoomba** were recently approached in hotel bars in Abu Dhabi and offered huge, tax-free salaries to work nine to five, five days a week.

"We go back on the ship to work 16 hours a day, doing almost everything but what we're trained for," a sailor said.

The military is adjusting pay rates across the ranks to reflect skills or "work value" rather than length of service.

"But we just can't compete with pay rates in excess of double what we offer, plus cars, superannuation and so on," a senior officer said.

### The sorry state of the Royal Navy.

At the current time the strength of the Royal Navy has been reduced to:



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3 ageing small aircraft carriers.  
3 modern assault ships.  
8 Type 42 destroyers.  
13 Type 23 Frigates.  
4 Type 22 Frigates  
13 Submarines.

Plus an assortment of minesweepers, patrol boats and auxiliary supply vessels.

That's it – the remains of what was in living memory, the greatest fleet the world has ever known! And what remains is not entirely seaworthy by any means! Labour "sweeteners" still on the drawing board.

In 2003 (4 years ago!) Labour's Defence Secretary, Jeff Hoon, announced that the Royal Navy's new generation of super carriers will be designed and built by an alliance between the MOD, BAE Systems, Thales, KBR, VT and Babcock Engineering Services.



The **ARK ROYAL** – Photo : Cor van Niekerken ©

The two proposed vessels will be the largest and most powerful surface ships ever built in the UK it is claimed.

Originally there were supposed to be three of these super-carriers but Labour persuaded the Admiralty to accept just two on the basis that "the reduction in hull numbers is to be achieved through modern build and support techniques, which will dispense with the need for long refit periods and will allow availability to be achieved from only two hulls"! Which, of course, is just so much Labour claptrap!

And in return for accepting this promise of super-carriers tomorrow - the Admiralty were conned into allowing Labour to decommission approximately a third of the surface fleet, plus a substantial part of the submarine fleet - today!

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In addition the two super-carriers are supposed to operate out of Portsmouth - a naval base currently under threat of closure! It is now 2007 and the super-carriers, that are supposed to be entering service between 2012 and 2014, remain firmly anchored on the drawing board!

However a deal with the American defence contractor, Lockheed Martin, to design and build the so-called F35 Joint Strike Fighter, to operate off the decks of these paper super-carriers, appears to be well into the negotiation phase.

No doubt Labour would have been delighted to have placed the contract for the aircraft with a British manufacturer – had there been enough of a British aircraft industry left able to build them!

The video animation to be found here provides some idea as to what the super-carriers may look like – in the unlikely event of either one of them ever being built.

## Spanish destroyer arrives in Adelaide

A Spanish warship that docked in Adelaide on Wednesday could provide an early glimpse of Australia's future fleet of air warfare destroyers.

The Spanish navy air warfare destroyer **Alvaro De Bazan**, which docked in Adelaide's Outer Harbor, was built by the Spanish shipbuilding company Navantia, is 146.7 metres long and weighs 5,800 tonnes.

An Australian design of the Spanish ship is one of two models that the federal government will choose from for construction of its own destroyers. Three Australian air warfare destroyers worth \$6 billion - the biggest contract in Australian military history - will be built in Adelaide.

The other model to be considered is the Arleigh Burke design by US defence company Gibbs and Cox, which is similar to the **USS Pinckney**.

The federal government will decide on a model in the middle of the year.

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The latest addition to the AIDA Cruises fleet is the 252 mtr long **AIDAdiva**, seen here leaving the builders Meyerwerft in Papenburg March 10<sup>th</sup>, the 68.500 grt passengerliner will commence trials and will be handed over to the owners April 20<sup>th</sup> in Hamburg

Photo : Kees de Vries ©

## Damen increase capacity at Chinese shipyard

The Penglai Bohai Shipyard Company Co., Ltd. in China and Damen Shipyards of Gorinchem, the Netherlands, have signed a 5 year Business Cooperation Agreement for the construction of the top end of the range of Damen standard tug boats and in particular the larger Azimuth Stern Drive tug designs.

Construction will take place at the modern shipyard of Penglai, which is based half way between Beijing and Shanghai at the northwest coast of the Yellow Sea and will be supervised and supported by Damen staff.

This Business Cooperation Agreement will enable Damen to increase its building capacity in China, in order to meet the ongoing demand for state of the art and powerful Damen ASD tugs.

The first two vessels which to be built at the Penglai Bohai Shipyard are of the Damen ASD 3211 design with a bollard pull of 68 tons, delivery is scheduled for September 2008. Wallem Shipbroking acted as Agents for the completion of this cooperation agreement. Wallem represent Damen in Hong Kong, Taiwan, South China and Shandong Province in China.

## Oshima Shipbuilding delivers new bulk carrier

On February 28, 2007, Nippon Yusen Kaisha (NYK) took delivery of a new 90,000 DWT bulk carrier built by Oshima Shipbuilding Co. Ltd.

The new bulk carrier has been named **SHIN SANYO MARU** and is the fourth vessel to be used entirely for the transport of coal for Chugoku Electric Power Co. Inc. All four of the bulk carriers are wide and have shallow drafts,\* features that are common on modern vessels used for coal transport, and transport their cargo to power stations, including Misumi Power Station in Shimane Prefecture. The new bulk carrier will be used for the transport of coal from mainly Australia and Indonesia to Chugoku Electric power stations and coal centers in Japan.

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Immediately before the delivery of the vessel, a naming ceremony was held at Oshima Shipbuilding. Mr. Yasushi Yamawaki, NYK executive vice-president, and his wife, in addition to Mr. Shigeo Suehiro, Chugoku Electric executive vice-president and director, and his wife, attended among others. The bulk carrier then embarked on its first voyage to the port of Newcastle in Australia for loading.

Principal Particulars:  
Shipbuilder Oshima Shipbuilding Co. Ltd.  
Gross Tonnage (G/T) approximately 50,500 tons  
Deadweight Tonnage (DWT) approximately 89,999 tons  
Length Overall 235.00 meters  
Breadth 43.00 meters  
Depth 18.55 meters  
Draft (design) 12.90 meters



The **FURIE** seen at the slipway at the De Haas Shipyard in Maassluis

**Photo : Jan Steehouwer ©**



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## Closure of car plant will reduce shipping volumes

The partial closure of the DaimlerChrysler SA plant in East London is likely to see a reduction in shipping volumes between March and June this year, according to Safmarine's automotive account manager, Dave Kirkman. The closure is a result of production changes to allow DCSA to prepare for the new W204 C-class Mercedes-Benz model.

Sailing schedules for the March-June period may also be reviewed, although a final decision will only be made after assessing the marketplace requirements across the board.

## German shipping firm takes delivery of new product tanker

On Friday, 2 March 2007, the product tanker **ST. MARIEN** was delivered in Busan (South Korea) by STX Shipbuilding. Rudolf A. Oetker KG (RAO), a member of the Hamburg Süd Group, took over the vessel from owners Parakou Shipping, Hong Kong, under a long term charter. On the same day - after taking vegetable oils on board in Indonesia - the newbuilding embarked on its positioning voyage, which will take the vessel to Europe.

Prior to this, on 26 January 2007, a world first was celebrated in Busan, when the ST. MARIEN together with sister ship **ST. JOHANNIS** - also chartered in by RAO - and two further product tankers, became part of a fourfold christening.

The **ST. MARIEN** and **ST. JOHANNIS** are 51,300 tdw tankers and meet current safety and environmental standards. They have a length of 183 metres, are 32.2 metres wide and capable of transporting up to six different products - from crude oil and heating oil to aviation fuel and edible oil - in their coated cargo tanks.

With these vessels, RAO is continuing a tradition that dates back to the 1960s, that of naming its product tankers after Hamburg churches. Among the 13 units currently under charter, there are 12 "church ships", which, with the exception

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of the **ST.MARCO** (here Venice's most celebrated church lent its name), are all named after Hamburg churches. The only charter vessel that RAO has not named after a church is the **LEPTA MERMAID**.



The **PRINSENDAM** seen at Grand Turk  
Photo : **Gerrit Kersseboom** ©

## Bunker problems ahead for Cape Town

Cape Town's bunker fuel supply is likely to come under further strain with the impending shutdown of the local Chevron refinery for six weeks, when it undergoes its annual maintenance shutdown between mid March and end April.

Although there has been no announcement of a shortage of bunker fuels the port is already feeling the pinch by having its sole bunker barge out of service (see our News Report dated 2 March 2007).

The barge Pelican, which is owned and operated by KZN Oils, was found to be out of class at a recent inspection. KZN Oils has yet to make an announcement about replacing the barge with a newbuild that meets the requirements of the oil majors.

Meanwhile, Western Cape business has already been informed of a liquid petroleum gas shortage as a result of the shutdown. Supplies of LPG will have to be arranged from sources outside the Western Cape and forward planning by LPG users will be essential, a spokesperson for the Western Cape Chamber of Business said yesterday.

## Grünes Licht für Notschlepper

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Der Haushaltsausschuss des Bundestags hat grünes Licht für die Anschaffung von Notschleppern für die Nord- und Ostsee gegeben. Das bestätigte die Schutzgemeinschaft Deutsche Nordseeküste (SDN) am Donnerstag in Husum. Der Verband begrüßte den Beschluss des Berliner Gremiums, die Mittel für die Ausschreibung der Notschlepper frei zu geben. «Das ist ein guter Tag für die Nordsee», sagte SDN-Sprecher Hans-Heinrich von Wecheln. Damit sei gewährleistet, dass die neuen Spezialschiffe in spätestens zwei bis drei Jahren die Deutsche Bucht sichern und bei Unglücken eingreifen können. Die SDN ist ein überregionaler Dachverband von 200 Organisationen, die die Nordsee vor Schäden schützen wollen.

Auch der wirtschaftspolitische Sprecher der SPD-Landtagsfraktion in Kiel, Bernd Schröder, gab sich erfreut. «Die beschlossene Freigabe der Mittel in Höhe von 196 Millionen Euro ist ein wichtiger Erfolg für unsere Küstenregion», sagte der Politiker. Das Notschleppkonzept der Bundesregierung sei angesichts des zunehmenden Transports von Gefahrgütern auf Schiffen überarbeitet und aktualisiert worden.

Für die Nordsee soll als Ersatz für den Hochseeschlepper «**Oceanic**» ein Notschlepper bereitgehalten werden, der bei einem auf sechs Meter reduzierbaren Tiefgang die Leistung von 200 Tonnen Pfahlzug und 19,5 Knoten Geschwindigkeit - das entspricht rund 36 km/h - erbringen soll. Für die Ostsee soll der Schlepper bei einer Geschwindigkeit von 16,5 Knoten - das wären knapp 31 km/h - 100 Tonnen Pfahlzug Leistung erbringen. Zum Vergleich: Die Zugkraft moderner Hafenschlepper entspricht einem Pfahlzug von bis zu 60 Tonnen. Dabei beeinflussen Windrichtung, Wasserströmung und Wassertiefe die Leistung.

## MOVEMENTS

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The **CSAV TIANJIN** and **MONTAUK** seen enroute Antwerp  
Photo : Willem Kruit ©



The **JUMPING JACK** departed from the port of IJmuiden to commence the works on Q 7 wind turbine park  
Photo : Leendert Langbroek ©

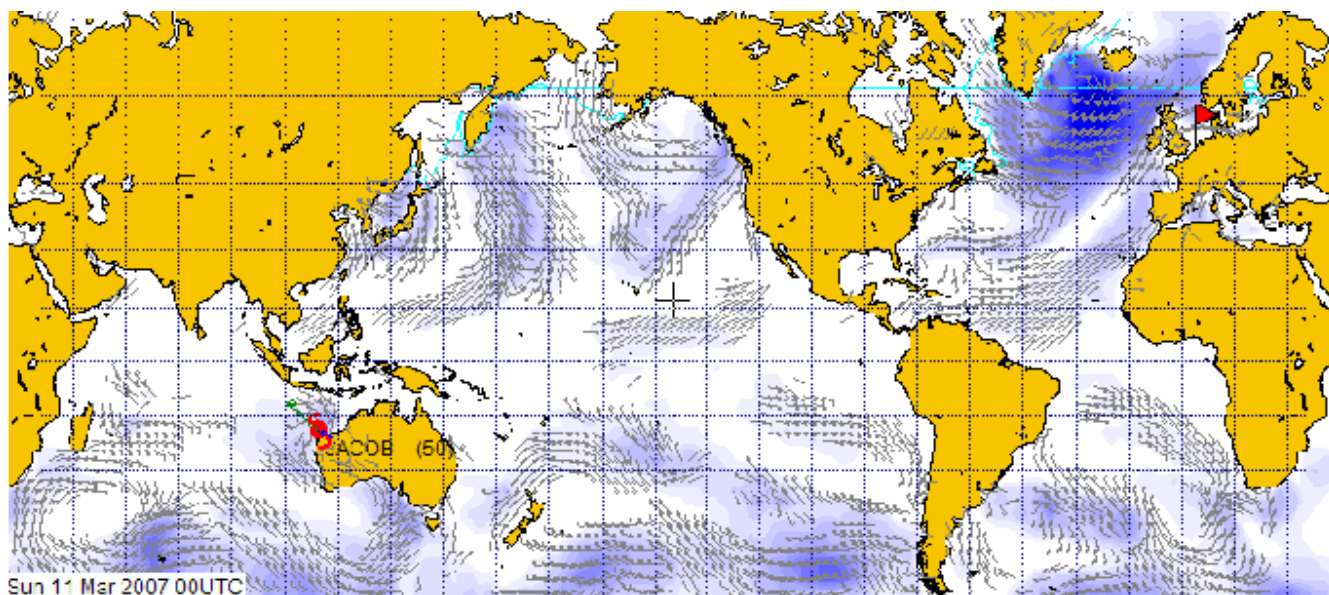
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

## **.... PHOTO OF THE DAY ....**



The **RILA** seen outward bound from Rotterdam

**Photo : Hans Hoffmann ©**

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