

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 112



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**The Z-Tech tug BOCAS DEL TORO seen operating in the Panama Canal
Photo : Bauke Lijklema ©**

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EVENTS, INCIDENTS & OPERATIONS



The **L 801 JOHAN DE WITT** seen departing from Rotterdam

Photo : Piet Sinke ©

Colombian Navy Finds 27 Tons of Cocaine

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Colombia's navy made the largest drug seizure in the nation's history when it uncovered about 27 tons of cocaine buried along the Pacific coast, the defense minister said Monday.

The cocaine, with a wholesale value of more than \$500 million, was found Sunday buried in 1,000 packages of 55 pounds each near the coastal town of Pizarro, 250 miles west of Bogota, Defense Minister Juan Manuel Santos told a news conference.

Santos said the seizure was the result of eight months of undercover police work and he called it the "biggest in the history of Colombia."

The cocaine was buried near an estuary accessible only by sea, he said.

There were no arrests in the operation, but the drugs were believed to belong to Colombia's biggest drug trafficking organization, the Norte del Valle cartel, which operates near the area.

Colombia is the world's leading cocaine producer, producing annually more than 500 tons of cocaine that represents 90 percent of the drug consumed in the United States.

Most of the cocaine leaves the country by sea, on go-fast boats that transport the drugs up along the Central American coast for their eventual smuggling into the United States overland through Mexico.

Although drug seizures are an everyday affair, they rarely reach such large numbers. Last October, Colombia's navy made headlines when it found 9.3 tons of cocaine on three go-fast boats near the Pacific coastal port city of Buenaventura - its biggest seizure of the year.

President Alvaro Uribe travels to Washington on Tuesday to shore up support on Capitol Hill and the White House for the U.S.-backed Plan Colombia, an anti-narcotics and counterinsurgency program that has cost American taxpayers more than \$5 billion since 2000.

EUROPE TALKS ABOUT MARITIME POLICY

GERMAN Chancellor Angela Merkel and President of the European Commission José Manuel Barroso are to open a conference in Bremen on the Commission's Green Paper on a future Maritime Policy for Europe today.

According to the EC the event will be "one of the high-points of the year-long Green Paper consultation process". It says: "The three days of debate will bring together political and business leaders with scientific experts, and stakeholders' representatives from across the EU. The main focus of their discussions will be on the added value of an integrated European maritime policy, and how to identify new potential for sustainable development of Europe's oceans and seas and coastal regions. Participants will review the preliminary results of the ongoing process of consultation, and their conclusions will inform the activities of the Commission and the Portuguese Council Presidency during the second half of 2007."

The shipping industry however is worried by several aspects of the EC's plans, especially its attempts to take over representation of the EC states at IMO and also possible moves towards an EU equivalent of the US Jones Act.

President Barroso commented, "The launch of an EU maritime policy was one of the first initiatives of this Commission. So I am delighted to take it forward with Chancellor Merkel and with the forthcoming Portuguese Presidency. The oceans and seas bound Europe, but they also bind it together."

Vice-President Jacques Barrot said, "90% of Europe's foreign trade arrives or leaves by ship. An integrated maritime policy will contribute to recognising the important role of maritime transport for the European economy."



Six Chevron workers kidnapped from ship near Nigeria

Gunmen armed with dynamite seized six foreign workers and killed a Nigerian sailor in an attack on a Chevron Corp. ship in Nigeria's southern oil-producing region, a navy spokesman said. Capt. Obiora Medani said the ship was attacked off Bayelsa state where it was serving as a container for crude oil. The sailor was a guard on the vessel, he said, but did not give the workers' nationalities.

Separately, gunmen seized the mother of the newly elected governor of neighboring Rivers state, police said. The kidnappers made no immediate demands. "We have some clues and we are working on it," Police Commissioner Felix Ogbaudu said. Kidnapping foreign workers for cash is common in the lawless southern region. Some abductors make political demands; others demand large ransoms. But they usually release the hostages unharmed.

The groups enjoy protection from local politicians, who are suspected of using them as hired labor to help rig elections scheduled for next month.

Nigeria is one of Africa's richest countries with oil reserves that generate tens of billions of dollars every year, but the majority of Nigerians remain mired in poverty. Throughout the delta region, poor villagers without access to clean water or electricity live side by side with multimillion-dollar oil installations.

The West African country is plagued by rampant corruption and violent crime.

PIRATES ACTIVE IN SINGAPORE STRAIT

THREE pirate attacks were reported in the Singapore Strait area during April, according to the latest International Maritime Bureau weekly report. On 9 April, off Karimun Island, four robbers boarded a chemical tanker at anchor via the poop deck by using hooks attached to a rope. The ship's crew tried to prevent them from boarding but failed. The robbers entered the engine room by breaking the engine room door lock. They robbers caught the duty ER rating and stole engine spares before escaping. Authorities informed. Indonesian coast guard informed their officers were on their way however, the coast guard boarded the ship on 29 April 2007 at 1115 LT and left at 1145 LT after conducting an investigation. On 25 April, also Karimun, off four armed robbers were spotted in the steering room of an LNG tanker during anchoring operations. The alarm was raised and crew mustered. The coastguard boarded the ship and a thorough search was conducted. No intruders were found. No one was injured.

Meanwhile, on 27 April, off Singapore Eastern Off Ports Limits four robbers armed with long knives boarded a tanker at anchor. They entered the engine room through an unlocked main deck door. They threatened the duty engineer with a knife. They assaulted him, blindfolded him, tied him up, and made him lie down. However he managed to release himself and raise the alarm. The crew mustered and found that the robbers had stolen engine spares and escaped via the steering gear room door. Among other incidents reported were two at Lagos anchorage and one off Yemen.



The **SUPPLY EXPRESS** seen in Velsen – Photo : Joop Marechal ©

JONES ACT FLEET “STRONG AND VIBRANT”

THE US Jones Act fleet is “strong and vibrant” with 39,156 vessels, up 59% in 40 years, according to Overseas Shipholding Group senior VP Jonathan Whitworth.

Speaking at a Propeller Club meeting in Washington DC, he said that observers tend to think the US fleet was much smaller than it really is because they only look at the ocean-going self-propelled fleet. He said that the US flag fleet is “growing in both size and carrying capacity, particularly among the largest cargo vessels, and is among the largest in the world”.

Mr Whitworth's comments come as the Maritime Cabotage Task Force released a report on the current state of the Jones Act fleet.

Controversy over Elbe deepening

LR-Fairplay's Daily News reports that residents and environmentalists in north Germany are strengthening their opposition to plans for the deepening of the River Elbe to accommodate the latest generation of container ships.

"Claims that dredging the Elbe to almost 15m would jeopardise flood control measures have received support from Christian Wulff, state prime minister for Lower Saxony, Hamburg's neighbour state," said Fairplay. "He suggested that the largest ships ought to deviate to the planned deepsea port at Wilhelmshaven."

As the report noted, this facility is expected to be commissioned in 2010, although the schedule has already started to slip because of legal concerns.

"Hamburg's association of port companies reiterated a warning that the port needs further dredging because the 2.7 million TEU JadeWeserport at Wilhelmshaven will not be able to take all the large ship calls, hence both projects need to be executed in parallel," said Fairplay.

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The **RPA 10** and **RPA 11** escorting the **Chikuma Reefer** outward bound from Rotterdam in view of the last "operational" day of pilot **Frans Bausch**

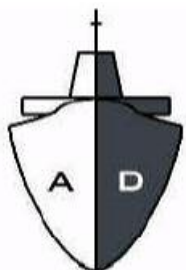


Frans on his last ship as a pilot, the **ALPINE LADY** from Maaspilot station back to Rotterdam.

NAVY NEWS

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French frigate docks at Muara

The FRENCH surveillance warship **F 730 FLOREAL** patrolling maritime areas under French sovereignty arrived at the docks of Muara Port yesterday morning for a four-day stay in the sultanate.



A scheduled Passex Exercise between the Royal Brunei Navy and the French Navy was cancelled due to preparations for the upcoming Royal wedding, according to Marc Pennamen, the Commanding Officer of the frigate. A passing exercise, or PASSEX, is a short duration exercise between two or more ships.

Photo : Ian Shiffman ©

The frigate, carrying around 90 sailors on board including one female officer arrived in the sultanate after a 10-day journey, zig-zagging the seas on an alternate route from Jakarta, where they spent five days on a similar visit.

"When we arrived in Brunei, the coast was clear, and the sun was big. We could see the whole of Brunei's coast. It was very nice," he said. "I am here in Brunei today to help promote the relationship between RBN and the French Navy. We have very good relations," he said. RBN Commander Dato Paduka Colonel Joharie Metussin received a courtesy call from Marc Pennamen yesterday afternoon. The Deputy Minister of Defence, Pehin Datu Singamanteri Colonel (Rtd) Dato Seri Paduka Mohammad Yasmin Umar, also went on board the **F 730 Floreal** yesterday.

The '**FS Floreal**' measures 93 by 50 metres and weighs 2950 tonnes, and is equipped with a 100 mm gun and two 20 mm cannons. She is the lead ship of her class, where there are six '**Floreal Class**' frigates belonging to the French Marine Nationale. Launched in the 1990s, it is also the first French vessel named after the eighth month of the Republican Calendar. The frigates can be entrusted for continuous duty at sea to patrol, inform and deal with troublemakers. The frigates can also act as a navigation police, and can also be deployed for fishery protection missions. If needed the frigates can also assist with the evacuation of French citizens leaving abroad.

A Panther helicopter is equipped on board for increased surveillance capacity, and aids the frigates operate in the offshore zone in low intensity operations. Powered by SEMT-Pielstick 6PA 6L280 diesel and rated at 8800 hp, the

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frigate is capable of providing a top speed of 20 knots and a range of 14,400km at 15 knots. Armaments consist of one DCN 100mm CADAM anti-ship gun and two GIAT 20 F2 20mm anti-aircraft guns.



The **HMCS Halifax** was arriving for a courtesy visit to the Port of Oshawa, Ontario, Canada. May 1st

Photo : Jim Gallacher ©

Indian Navy to Commission 40 New Ships in Next Few Years

Asserting that its objective is to "get smarter and not merely larger in terms of numbers", the Indian Navy announced that it would commission 40 new ships, most of them to be built indigenously, in the coming years.

"We are currently in the process of acquiring 34 new ships and have asked for funds for 40 more ships as part of ongoing process in the next three five-year plans," Chief of Naval Staff Admiral Sureesh Mehta told reporters here.

"This is an ongoing process and we need to scrap certain ageing ships in the fleet to make way for the new ones. The objective is not to get bigger in terms of numbers but smarter in terms of our capabilities," he said.

Mehta also said that a majority of the 40 new ships will be built indigenously itself and said it is his "vision" to have a strong ship building industry in the country which includes both warship building as well as merchant navy ships.

The Naval chief also said that "assymetric threats" emanating from smaller vessels, mostly used by terrorist elements, were the next big challenge for the Indian Navy and welcomed US navy chief Admiral Mike Mullen's concept of "1,000-ship international navy".

"We are concerned that the economic assets of the country can come under the scanner of certain groups (terrorists) and we must be prepared to tackle them," Mehta said. Regarding cooperation between countries, which is the key in Mullen's concept, Mehta said India is already strengthening relations with countries in the Indian Ocean and South East Asia like Mauritius, Myanmar and Thailand.

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Mehta said maritime threats emanating from the terrorists would increase with time and asked the Navy to be more professional to meet the challenges while addressing the personnel of the Western Naval Command at INS Kunjali here today. According to Mehta, the Indian Navy is being globally recognised during its participation in the joint exercises across the world and advocated an increase in such programmes which helps it in "shaping the maritime battlefield".

Mehta was at INS Kunjali to preside over the investiture ceremony commemorating naval officers and men for meritorious services and gallantry in the last year.

SHIPYARD NEWS

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Seadrill orders another deepwater semi

Seadrill has today entered into a turnkey contract to build another ultra-deepwater semi-submersible drilling rig at Singapore's Jurong Shipyard a wholly-owned subsidiary of SembCorp Marine.

The turnkey contract has a net total project value of US\$531.5 million with scheduled delivery of the unit in April 2010.

The rig is based on the Friede & Goldman (F&G) design and is similar to the two units Seadrill already has under construction at the Jurong Shipyard.

The new semi-submersible rig will be dynamically positioned and capable of operating in water depths up to 10,000 feet in challenging deepwater areas such as the Gulf of Mexico, offshore Brazil and West Africa. The unit will have 18,000 square feet of usable deck space and 7,000 metric tons of variable deck-load.

Mr Kjell E Jacobsen, Chief Executive Officer of Seadrill Management AS said, "We have now secured employment for five of our eight deepwater newbuilds under construction. Furthermore we are in advanced discussions regarding the remaining units and are optimistic that contracts can be secured over the next two quarters. The decision to add another deepwater newbuild to the existing construction program is based on the continued strength of the offshore drilling market, the return that these investments are expected to deliver, the strong financial flexibility generated by the company's US\$5.6 billion contract backlog and the limited availability of newbuilding slots at quality yards with delivery in 2010. Seadrill is determined to continue the growth of the company and firmly believe that this newbuilding opportunity at the Jurong Shipyard is superior to U.S. corporate acquisitions from a financial as well as fleet quality point of view."

Mr. Don Lee, Senior General Manager of Offshore Division said "We are extremely pleased that SeaDrill has taken the decision to build the third semisubmersible rig of this class with Jurong Shipyard. This in itself is testimony of the confidence that SeaDrill has placed in the shipyard for its on-time, on-budget and injury-free performance."

Bharati Shipyard forays into South America

Bharati Shipyard Lin India has signed a contract with UP Offshore (Bahamas) Ltd for construction of two PSVs. The value of the contract is US\$43.30 million. This is believed to be the first time in the history of Indian shipbuilding industry that an Indian company has secured a contract from a South American country.

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The **ADSTEAM HARTY** seen with the new funnel logo in Sheerness - **Photo : David Brown ©**

Sturrock Shipping opens office in Tanga

South African ships agency company Sturrock Shipping has opened a branch office in Tanga, Tanzania with effect 15 March 2007.

Sturrock Shipping, which has its head office in Cape Town and has offices at most South African ports, has been represented at Dar es Salaam for a number of years.

The branch manager of the Tanga office is Mr Alfred Lawa, who has been in the shipping industry since 2002. He is fully conversant with the port of Tanga and all the relevant Tanzanian authorities.

Sturrock's first vessel, the **ESHIPS COBIA** called on 27 March to discharge 10,000 mts of Gasoil at the Tanga mooring point, a facility that is owned by Gulf Bulk Petroleum (GBP) who presently have a storage capacity of 12,000mts. According to Sturrock's this will shortly increase to 24,000mts.

The mooring facility is capable of handling vessels with a LOA of up to 165 metres and a draught of 9.5m

HMC releases more details on \$1 billion crane ship



Heerema Marine Contractors (HMC), based in Leiden, The Netherlands, has released a few more details of the US\$1 billion deepwater construction vessel it announced last December.

It will enable HMC to operate in remote areas and ultra deepwater. Once the vessel enters the market in 2010, says HMC, it will secure construction capacity for at least another three decades.

The conceptual design was prepared in-house by Heerema Marine Contractors:

The new vessel will be 220 meters long, 88 meters wide and 44 meters in depth. To cut travel time between projects, it will have a maximum speed of 20 knots: up to four times the speed of HMC's

current deepwater construction vessels. There will be facilities for 550 people, upgradeable to 750.

Payload is 25,000 tonnes and the power generation capacity will be of 75 MW. The Dynamic Positioning Station keeping system will be of NMD Class III.

The dual crane capacity of 15,000 t will enable HMC to continue installing the largest and heaviest fixed and floating structures to date. The new J-Lay tower and deepwater lowering construction means that HMC can install pipelines

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and structures from 200 - 3,500 meters water depth with a maximum of 32 inches O.D. The tension capacity will be 2,000 t: this is double the capacity of HMC's **Balder**.

HMC says that the new vessel's design and speed, will make offshore construction in the Arctic feasible. The placement of the cranes, the J-Lay tower and other installation equipment, as well as the structural quality of the hull and thrusters, are well suited for the Arctic.

This summer will see the long-lead ordering of key components, such as the cranes and J-Lay Tower. Options are currently being discussed with possible suppliers.

Engine changes for town's Tamar

PETERHEAD'S Tamar-class lifeboat, which arrived at the station in May last year, will hopefully be back on station at the end of this month.

The **Misses Robertson of Kintail** was taken to Buckie boatyard at the end of January for maintenance work on her fuel tanks, but while there the engine manufacturer declared a need to modify the engines used within the Tamar-class lifeboats, the costs of which would be covered by engine distributor Finning. As the Peterhead lifeboat was already in the boat yard it was agreed to leave her in the yard until the modifications were implemented.

Since January a relief RNLI lifeboat has been placed on service in the Blue Toon to ensure the 24-hour emergency service has not been affected.

It is not uncommon for lifeboats to undergo modifications and maintenance work. This is why the RNLI has a relief fleet of 137 lifeboats of different classes available, ready to be relocated around the coast so that its volunteer lifeboat crews can continue to help those in trouble at sea.

The RNLI expects to return The **Misses Robertson of Kintail** back to Peterhead by the end of May.



The **JUMBO** booth at the OTC in Houston
Photo : Jeroen Kock ©



Chiquita sells shipping fleet

Chiquita Brands International Inc. has signed an agreement to sell its 12 refrigerated cargo vessels to a two-company partnership.



The **CHIQUITA DEUTSCHLAND** – Photo : Frank de Paauw ©

The company said late Tuesday that it will sell the ships for \$227 million to an alliance formed by Eastwind Maritime Inc., a shipping firm that operates its own commercial fleet, and NYKLauritzenCool, which operates a fleet of specialized vessels.

Under the terms of the deal, Chiquita will lease back 11 of the ships for seven years, with options for up to an additional five years, and another vessel for three years, with an option for up to two additional years.

Chiquita had previously announced it was considering a sale of the fleet as a means to help restore it to profitability. The ships carry about 70 percent of the company's bananas to markets in North America and Europe.

"This long-term arrangement will increase our financial flexibility, simplify our business model and allow us to increase our focus on providing branded, healthy, fresh foods to consumers worldwide," said Fernando Aguirre, chairman and CEO of Chiquita.

Chiquita headquartered in Cincinnati, is a marketer and distributor of fresh and value-added produce in Europe and North America.

Maersk expected to axe some NZ services

Maersk Line is considering axing its controversial New Zealand Coast and Pacific Island feeder shipping service, which calls at the ports of Wellington, Napier, Nelson and Tauranga.

Maersk Line managing director Tony Gibson declined to comment but the speculation in the port industry is that the service is for the chop.



The ports will still be on other Maersk services and Maersk will continue to call at nine ports in New Zealand, even if the Pacific feeder service is axed.

The service was criticised by unions and the coastal shipping lobby, which argued it was essentially a local shipping service that popped up to the Pacific to avoid operating under New Zealand law.

Its basis for operating was facing a court challenge.

Maersk is the largest container shipping line in the world and Fonterra ranks as one of its top 10 customers globally.

Maersk accounts for 65 to 70 per cent of the volume through Port Chalmers, which gives an indication of its importance to ports.

Port Chalmers has the Edendale and Clandeboye dairy plants, two of the world's three biggest plants, in its hinterland.

Port Chalmers and Auckland are increasingly emerging as the two ports where Maersk's largest services and largest vessels are concentrating. Maersk did announce today that Port of Napier loses a Maersk shipping service with the big 4100 container ships on it but gains another service.

From July, Maersk's NZ1 service, which goes to Asia, will only call at Auckland and Port Chalmers, dropping Napier. Its rotation will be Tanjung Pelepas in Malaysia, Singapore, Brisbane, Auckland, Port Chalmers, Tanjung Pelepas.

But Napier is being added to Maersk's OC1 service to North America, which will call at more ports in North America. The change means Maersk will no longer bring large 4100 ships, capable of carrying 4100 containers, to Napier. They are the largest vessels calling in New Zealand.

Freight from the Napier region to Asia will now change ships in Auckland, while freight to North America that previously changed ships at Port Chalmers will now go directly to North America. Port of Napier did not expect any changes to the volume of freight through it as a result of today's change.

Commercial manager Chris Bain said the port was pleased to have picked up a weekly direct service to North America.

The new OC1 service rotation, effective from July, is Auckland, Sydney, Melbourne, Auckland, New Plymouth, Timaru, Port Chalmers, Napier, Auckland, Balboa, Miami, Philadelphia, Newark, Norfolk, Savannah, Balboa, Auckland.

"The changes to the OC1 service will offer New Zealand customers greater coverage of North American markets with new direct calls to Newark and Miami, in addition to the current port calls to Philadelphia, Norfolk and Savannah," said Mr Gibson.

He said the service upgrade reflects Maersk's continual focus on improving its level of service to customers both in terms of port coverage and transit times. Changes to the NZ1 service to Asia include integration of that service with the new OC1 service to North America.

Jan de Nul to undertake Glory Hole excavation for Husky Energy

Jan De Nul has announced that it has recently been awarded a contract in Canada by Husky Energy to excavate a so called 'Glory Hole' for protection of subsea wellheads at a challenging water depth of 135m. This will be a new world record for this kind of work.

The work will be executed during this summer with Jan De Nul's very large trailing hopper dredge **Vasco da Gama**, which is the same vessel that executed similar works for the same client four years ago.

Vasco da Gama is equipped with a very large suction pipe and 6,500kW underwater pump, and is the only trailing suction hopper dredger which can excavate at such extreme depths and in such challenging soil conditions, containing stiff clay with boulders up to 5 tons in size.

The Glory Hole allows subsea wellheads to be installed below the surrounding seabed in order to protect them against the impact of icebergs.

Containerships Group Welcomes FESCO Statement

Finland-based door-to-door short-sea operator **Containerships Group** has welcomed a public statement by **FESCO** which clearly states that it is not involved in any attempts to purchase the Containerships Group or the Moby Dick terminal used by Containerships Group in St Petersburg.

Sigurjon Markusson, managing director of Containerships Group says, "We welcome and fully accept the statement by **FESCO** that they have not been looking at buying our group, and that statements attributed to them in the Russian press were made up by journalists. We also welcome and accept their clarification that they are not involved in the harassment suffered by our terminal operators in St Petersburg."

Former "Abeille Normandie" Sold

According to Lloyds List, Tsavlis Salvage Group of Greece purchased the former 16,000IHP ocean salvage tug **"Abeille Normandie"** which was built by Beliard-Murdoch of Belgium in 1977 for Les Abeilles International and initially homeported out of Papeete. She was built at a time when there was a demand for high horsepower ocean tugs for ocean towage and a concern about potential environmental damage caused by disabled tankers. This was the "heyday" for big ocean salvage tugs. From 1976 to 1978 twenty-eight powerful tugs over 10,000IHP were built for such renowned names in the industry as United Towing, ITC, Safmarine, Fukada, Wijsmuller, Bugsier, Smit, Svitzer, Petrobras, Tokyo Marine and Les Abeilles.



Photo : Aad Noorland ©

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After 10 years of service under the French flag, she was sold to Ocean Towing of Venezuela and renamed "**Salvor General**". Marcon then arranged her sale in 1990 from the Venezuelans, along with sister-tug "**Salvor Commander**" (ex-**Abeille Provence**) to Secunda Marine of Dartmouth, Nova Scotia. New Owners reflagged the vessel to Canadian registry, renamed her "**Magdelan Sea**" and completely refitted the vessel including overhauling all machinery and reclassing under DnV. Regretfully though we were not involved in the latest sale.

The 66.8m x 31m x 6.4m ocean tug is powered by a pair of SACM AGO 240V20ESHR turbo-charged 20 cylinder diesels providing a total of abt. 10,000BHP / 16,000IHP to stainless steel Berg 4-blade controllable pitch props in Tow Master nozzles which produces a bollard pull of abt. 110-120mt. Tug is fitted with two Norwinch hydraulic tow winches with two friction drums plus two synchronized storage drums with a capacity of 1,800m 56mm wire. The winches are controlled from the wheel house with an excellent view of the working deck and the storage drums watched continuously by closed circuit television.

Zouros Shipping of Greece purchased the "**Magdelan Sea**" in 2004, renaming her "**Zouros Hellas**". Reportedly Tsvliris plans to rename the tug "**Tsavliris Hellas**" and station her off South Africa.

We have always admired the Beliard & Murdoch built tugs and have been lucky to sell a couple of them over the years. "**Abeille Normandie**" and her sister-tug "**Abeille Provence**" (now "**Ryan Leet**") were beautiful, classic ocean salvage tugs, along with the rest of the present and former Les Abeilles International fleet. I believe that their aesthetics in design have continued through the years and can still be seen today in their new tugs "**Abeille Bourbon**" and "**Abeille Liberte**".

MOVEMENTS

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The **NORWEGIAN CROWN** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan ©



The **FLINTERBIRKA** seen departing from Rotterdam – Photo : Ferry van Rijsbergen ©

OLDIE – FROM THE SHOEBOX



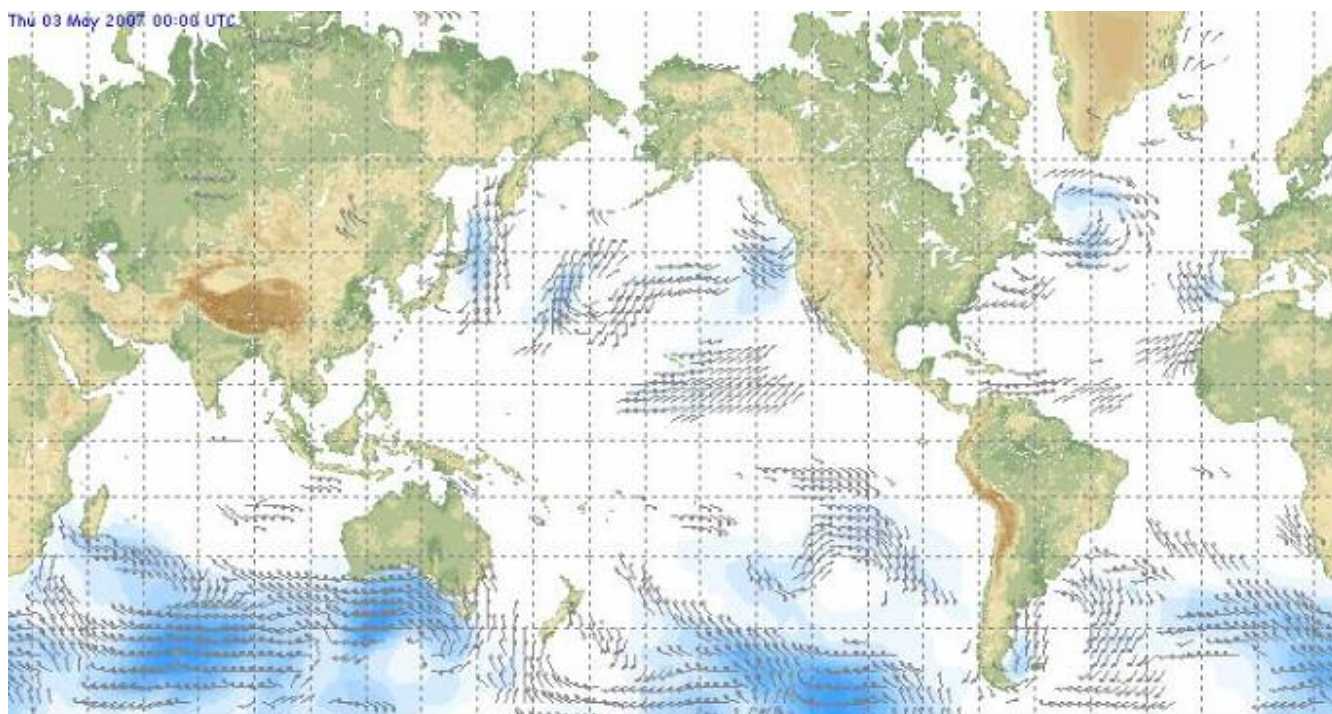
Spotted in Sharjah (UAE) last week the **ALRAYAN** (former **PALLAS** of the KNSM) , now home ported in Basseterre
Photo : Herbert Westerwal ©

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 1000 vessels today.

.... PHOTO OF THE DAY

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In the port of Rotterdam the highest casco was offloaded from the **Sainty no 4** by 3 Bonn & Mees sheerlegs
Photo : Aad van Zon ©

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