

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 157



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

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**The FAIRPLAY 28 ( former Zeus) arrived for the first time in Rotterdam**

**Photo : Leen van der Meijden ©**

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## IN MEMORIAM

The compiler of the shippingnews clippings received the sad news that

### Capt. BART BOSCH

Master of the tug **ZP CHANDON**, unexpected at an age of "only" 50 years old, passed away.

On behalf of all the readers of the newsclippings I wish his wife Maria, relatives, and other friends all the strength they need to cope with this unexpected loss.



Photo : Jan Oosterboer ©

**\*\*\*\* Bart , vaar-wel \*\*\*\***

## EVENTS, INCIDENTS & OPERATIONS



The **Black Forest** seen arriving at Lyttelton, New Zealand 23.06.07 to load scrap for discharge at Far Eastern ports.

Photo : Alan Calvert ©

### Dhow Freed

Somali pirates have released an Indian merchant ship after holding it for a month, but four others are still being held, a maritime official said on Friday (22 June).

The Al Haqeeq, a dhow with 14 Indian crew members and a cargo of 800 tonnes seized close to Mogadishu on May 24, was free and its crew safe, East African Seafarers Assistance Programme Director Andrew Mwangura said.

"The dhow was released about three days ago, it is currently offloading its cargo in Kismayu port," Mwangura told Reuters. Pirates have made Somali waters some of the most dangerous in the world and another four ships were still being held off Somalia's coastline, Africa's longest and least policed.

A fishing boat from Taiwan, two from Tanzania and a Danish cargo ship are still being held. They were seized at various times.

"We believe the gunmen reached a deal with the Somali owner of the cargo," he told Reuters. He could not confirm if a ransom demanded by the pirates had been paid.

Mwangura said the ship, registered in the United Arab Emirates, would proceed to Muscat once it had finished unloading. Pirates killed one crew member from the Taiwan-flagged vessel after owners refused to pay a ransom. That is a rare occurrence with Somali pirates, who more often than not take a cargo instead of a life if their demands are not met.

The rampant piracy off Somalia dipped briefly last year during the six-month reign of a militant Islamist group, whose hold the south of the country the interim government broke with the help of Ethiopia's military. The Islamists stormed the pirate stronghold of Harardheere after the buccaneers seized a ship carrying their weapons shipment, a U.N. report says. The hardline group said they had raided the port because piracy was against Islamic law.

President Abdullahi Yusuf's interim government is struggling to contain an insurgency in Mogadishu with Ethiopian help.

The government has asked for international help in cracking down on piracy, and admits it does not yet have the capacity to do so alone. The U.S. Navy has obliged on occasion, intercepting pirates or firing on their boats.





The **MIGHTY SERVANT 3** was moved from SMIT's Quay 500 to the Sturrock Dry Dock in Cape Town  
Photo's : Glenn Kasner ©



## Greenpeace-actie op Noordzee tegen invoer Congolees hout

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Greenpeace voert momenteel actie op de Noordzee. Actievoerders zijn aan boord geklommen van een boot met hout uit de Congolese bossen.



De **ARCTIC SUNRISE** op weg naar Antwerpen  
Foto : Willem Kruit ©

Vier leden van Greenpeace klommen met een touwladder aan boord van het schip, de **Ceynowa**. Dat vaart onder Maltese vlag. Een rubberboot van Greenpeace volgt het schip. De actie, die plaats vindt voor de Belgische kust, zou nog enkele uren duren. Er is voorlopig geen scheepvaartpolitie in de buurt.

De **Ceynowa** vertrok uit de Congolese haven Matadi en vaart richting Antwerpen. Met de actie wil de milieuorganisatie erop wijzen dat België verdacht hout importeert uit Congo, waar de houtindustrie het milieu vernietigt. De Congolese overheid kan vandaag onmogelijk de houtsector op een efficiënte manier controleren, wegens een gebrek aan middelen. Greenpeace wil dat de bossen in Congo beter worden beschermd.

Greenpeace vraagt de nieuwe Belgische regering van het Afrikaanse regenwoud een prioriteit te maken.



## CASUALTY REPORTING



Photo : Bent Mikkelsen ©

Friday the fishing vessel **RUTH** c/s OXGH IMO 9191539 had an accident while being in a floating dock at Aarhus Yard.

Apparently the ship was too heavy for the dock as some of the keel block penetrated the dock bottom and made it open to the sea. The dock heeled over and sank, while the **RUTH** became floating of several hours in the dock. **RUTH** is built in 1998 and was purchase the present Danish owner in 2003 for a sum of NOK 73 million.

**Danish Salvage and Towing Co** has signed up the salvage of the floating dock, built 1980 in Venezia.

## Two killed as ship sinks partially off Mangalore coast

Two crew members were killed and 14 rescued from the cargo vessel that partially sank near Thannirbhavi coast, about 13 km away from Mangalore on Friday night, a top police official said.

Efforts were on to trace eight others. Rescue teams that swung into action to rescue 24 crew members trapped onboard the sunken "Den Den" vessel have retrieved two bodies and brought safely ashore 14 members, Dakshina Kannada District Superintendent of Police P Dayanand said on Saturday.

Personnel drawn from Coast Guard and New Mangalore Port Trust fishermen have been making efforts to rescue the remaining eight crew members, he said. The cargo vessel, owned by a company in Aritria in Africa and loaded with Furnace Oil Slag, was on its way to Dubai from NMPT port.



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The ship while on its onward journey developed technical snag after its engines failed at Panambur beach and high velocity winds pushed it towards Thannirbhavi where it sank.

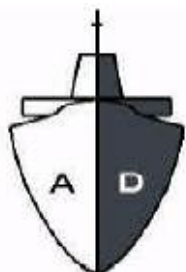
Details regarding whether the containers had developed cracks and furnace oil stored in them was leaking was not available immediately.

The authorities have also alerted the Navy, Dayanand said, adding that inclement weather did not permit deployment of a helicopter for rescue operations.

### NAVY NEWS

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## Ex-Commander's Shame

A former Royal Navy commander from Edinburgh who was once tipped to become an admiral is facing jail for indecently exposing himself to young girls. Commander Craig Gilmour, 38, was cleared by a jury yesterday of inciting a ten-year-old girl to perform a sex act on him but still faces prison after admitting four charges of indecent exposure. He will be sentenced on July 27.

The father-of-three also admitted 19 charges of making indecent images and possessing 359 indecent images of underage girls. Gilmour, who served two tours as a warship skipper in Iraq, is now believed to be separated from his wife and living with relatives in Edinburgh.

In a letter to the court, Commodore Bruce Williams described Gilmour as an ambitious and capable officer with a "highly developed sense of duty" who had a role with considerable responsibility for the task force.

He said: "Commander Gilmour met this considerable task head-on and was clearly successful." Between 2005 and 2006, Gilmour was the Navy's chief of staff for Task Force 58, a multinational coalition force which conducted maritime security operations in the north Arabian Gulf.

Serving as right-hand man to task force leader Commodore Williams, Gilmour was responsible for the day-to-day running of the operation set up as part of Operation Telic to protect Iraq's oil fields as well as legitimate maritime traffic in the region.

But the court heard that the stress of his highly responsible role in the Gulf, which kept him out of the country for 11 months during a 14-month period, combined with the strain of working in Portsmouth 300 miles away from his family, who were living in Newcastle, had brought him to breaking point.

He said during the trial: "When I got back from the Gulf, I was aware I was a very absent father to my children.

"I was under a great deal of pressure to make sure when I was back I would be the best father I could be and I was aware I wasn't coming up to that mark.

"I was annoyed at myself and disappointed. It is quite clear that the absence I was having from my family, I was filling in an unhealthy way." Judge Gareth Cowling ordered a pre-sentence report to be prepared on Gilmour which will look at his potential for reoffending and his danger to the public.

Rosina Cottage, defending, said that Gilmour had been receiving psychiatric treatment and a report would be prepared for the sentencing hearing. Speaking outside court, Detective Constable Katie Holland said: "His offences were spiralling and getting worse and there is nothing to show he would have stopped unless we had intervened and arrested him."

Earlier this year, Gilmour pleaded guilty at Portsmouth Magistrates' Court to threatening and abusive behaviour on October 23 last year.

## **Aussie Show How To Act**

The Australian Defence Force says up to five Iranian gunboats tried to capture Australian sailors in the Persian Gulf in December 2004. A defence spokesman told reporters the four-hour confrontation occurred after Australian navy personnel boarded a grounded cargo ship in the gulf.

Commodore Steve Gilmore said the incident began when Australian soldiers were leaving the cargo vessel, which was located near the Iraq-Iran maritime border. He said an Iranian Revolutionary Guard gunboat moved close by and its armed personnel made "very overt gestures".

The boarding party commander ordered the Australians to reboard the cargo ship. "He got his boarding party back on to the ship and established a very credible and appropriate defensive position," Commodore Gilmore told reporters in Canberra. The BBC reported earlier today that Iranian naval forces tried to capture the boarding team, but were repelled in the face of machine guns and "highly colourful language".

Quoting a "military source", BBC security correspondent Frank Gardner reported Iranian forces made a concerted attempt to seize a boarding party from the Royal Australian Navy and that the Australians "were having none of it".

"The BBC has been told the Australians re-boarded the vessel they had just searched," Gardner reports, "aimed their machine guns at the approaching Iranians, and warned them to back off, using what was said to be 'highly colourful language'".

"The Iranians withdrew, and the Australians were reportedly lifted off the ship by one of their own helicopters."

Speaking to the ABC today, Gardner said the Australian encounter was similar to that in which 15 Britons were captured in march of this year. "What I've been told by several sources, military sources, [is that] there was a similar encounter, in this case between the Royal Australian Navy and Iranian gunboats, some months ago, or at least some months prior to the seizing of the British sailors," Gardner told ABC Radio.

"The Australians escaped capture by climbing back on board the ship they'd just searched. I'm told that they set up their weapons. "No shots were exchanged but the Iranians backed off and the Australians were able to get helicoptered off that ship and they didn't get captured."

He did not mention the name of the Australian ship. Australian ships rotate through duties in the Gulf, chiefly searching ships. "What I'm hearing is that it was a pretty robust attitude by the Australians," Gardner told the ABC.

"The words that somebody said to me was that they used pretty colourful language but I'm sure that alone didn't make the Iranians back off. "They reacted, I'm told, incredibly quickly, whereas the Brits were caught at their most vulnerable moment, climbing down off the ship [and] getting into their boats."

Gardner said the British should be embarrassed about the incident but the issue was whether military intelligence had been passed on. "The point of this story is not that the Aussies were fantastically brave and the Brits were a bunch of



cowards, although I'm sure some people will interpret [it that way]," he said. "Lessons should have been drawn from what happened to the Australian crew."

## Trayer Commissioned at RTC

Sailors salute while manning the rails of **USS Trayer (BST 21)** during the commissioning ceremony for the Navy's newest simulator. Trayer, along with Battle Stations 21, is the culmination of all training received at the Navy's only boot camp. The simulator is a grueling 12-hour test of a recruit's skills in several shipboard evolutions, including fighting fires and stopping floods. The final evolution, now held entirely in the Arleigh Burke-class destroyer simulator, marks a recruit's final rite of passage into the Navy.

The Navy's newest and largest simulator, **USS Trayer (BST 21)**, was commissioned here June 18. Trayer is a 210-foot Arleigh Burke-class destroyer simulator that is ready to embark and train more than 40,000 recruits each year as the centerpiece for Battle Stations 21 at the only Recruit Training Command (RTC) in the Navy

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The **MERMAID SOVEREIGN** seen under construction in Laem Chabang (Thailand)

**Photo : Piet Hendrix ©**

## Transocean to order fourth drillship at Daewoo

Transocean Inc. is going to Daewoo for a fourth advanced Enterprise-class newbuild drillship. A subsidiary of BP PLC has awarded a subsidiary of Transocean a drilling contract for the newbuild drillship for expected operations offshore Angola for which BP is the operator.

The enhanced **Enterprise-class** drillship is expected to be owned and operated by a joint venture which is 65% owned by Transocean and 35% owned by an Angolan partner.

The five-year drilling contract is expected to commence during the third quarter of 2010, following shipyard construction, sea trials, mobilization to Angola and customer acceptance. The term of the drilling contract may be extended to seven years at BP's election on or before March 31, 2008. The contract commencement date is contingent on vendor performance and other factors. Contracted revenues related to the five-year and seven year contract terms are approximately \$900 million and \$1,159 million, respectively, including mobilization fees and customer reimbursed equipment.

Construction of the dynamically positioned, double-hull drillship is scheduled to take place at the Daewoo Shipbuilding and Marine Engineering Co., Ltd. yard in Okpo, South Korea, where three of Transocean's previously announced enhanced Enterprise-class drillships are currently being constructed.

The estimated total capital expenditure for the fourth drillship, including customer reimbursed equipment, is approximately \$640 million, excluding capitalized interest. The rig will feature Transocean's patented dual-activity drilling technology, allowing for parallel drilling operations designed to save time and money in deepwater well construction, compared with conventional rigs.

The rig will also feature expanded completions capabilities. It will have a variable deckload of 20,000 metric tons and the capability of drilling in up to 7,500 feet of water depth, upgradeable to 12,000 feet of water depth and 40,000 feet of total drilling depth with additional equipment.



The **VANQUISH** seen approaching Rotterdam  
Photo : Reinier Meuleman ©

## **Petroprod to build CJ70 jack-up at Jurong**

PetroProd D&P I, a wholly owned subsidiary of PetroProd Ltd, today signed definitive EPC contract with Jurong Shipyard Pte Ltd of Singapore for the construction of one MSC/Gusto CJ70 jack up rig at a cost of approximately USD 440 million and delivery first half 2010.

Petroprod Ltd is a company specializing in mobile production and field development mainly for small and medium size oilfields. It is managed by Larsen Oil & Gas and the main shareholders are associated with Larsen. The company is presently trading over the counter at the Oslo OTC and intends to seek full listing at the Oslo Stock Exchange later this year.

The CJ70 is the world's largest jack up rig and is capable of drilling in water depths to 150 meters in harsh environment. The rig is well suited for simultaneous drilling and production and will be outfitted to meet rules and regulations for the Norwegian sector and can be applied world wide.

The rig is classed with DNV and has a state of the art drilling package supplied by Sense EDM for efficient drilling to 45,000 feet. The managers, Larsen Oil & Gas, are presently working on a client-funded front end engineering study (FEED) for a Norwegian oil company to qualify the rig for full field development duties on the Norwegian continental shelf.

A tender for this work will be given this fall with a potential start up immediately following delivery from Jurong Shipyard. This is the eighth rig order that Larsen Oil & Gas has placed with Jurong Shipyard since 2004.

Jurong Shipyard and PetroProd have also purchased legs for a second unit on favorable terms with Industeel Creusot/Arcelor, which secures delivery of a second unit early 2011.

In addition, PetroProd has commenced FPSO conversion of the first of its three AFRAMAX tankers, MT "Arc", to be renamed "PetroProd I FPSO". This will be completed at Jurong Shipyard in the second half of 2008. The FPSO will be equipped with process facilities for 60,000 bbls of fluid per day, water injection (80,000 bbls) and gas compression facilities (76MM scf.). The vessel is designed with a turret mooring system for 1000 meter water depth and is equipped with a FRAMO Engineering swivel system for fluid transfer.

Martin Nordaas, acting CEO of PetroProd and Project Director for Larsen Oil & Gas:

"We have the pleasure of participating in a fantastic upturn in the offshore rig and FPSO market, and we are extremely happy to have found the perfect partner for our ambitious plans at Jurong Shipyard. Their co-operation has been and continues to be a major contributor to our success. We enjoy the benefits of a trusting and effective relationship with Jurong Shipyard, whereby our projects are given genuine focus and efforts to finding the optimum solution that we can offer the market. Without their support, we would not have come this far. We experience significant market interest for our units."

Mr Don Lee, Senior General Manager of Jurong Shipyard, said, "We are delighted to be chosen as a strategic partner by PetroProd and Larsen Oil & Gas in their offshore rigbuilding and FPSO conversion programs. In addition to the latest orders, Jurong Shipyard is currently building three semi-submersibles and 2 jack-up rigs for the Larsen Oil & Gas group. We are grateful to Larsen Oil & Gas for their continuous trust and confidence and look forward to further building on this good relationship in the future."



## LAUWERSBORG CHRISTENED AND LAUNCHED



June 22nd at the Royal Niestern Sander shipyard at Delfzijl, the **LAUWERSBORG** was christened and launched into her element.

The vessel built under yard number 834, was christened by J.C. Huizinga-Heringa, State secretary of the Ministry of Transportation. The **Lauwersborg** is the first ship of a series of 4 ships of 1A iceclass 7350 ton multi purpose container carriers which are built at Royal Niestern Sander Shipyard for Royal Wagenborg.

**Photo's : Sander Vogelaar ©**

The particulars are as follows :

Length	: 122,10 meter
Beam	: 14,40 meter
Draft	: 6,50 meter
DWT	: ca. 7350 ton
GT/NT	: 4618/2929
Main Engine	: 2970 kW MaK 9M25C
Service speed	: 13 knopen



The **LAUWERSBORG** will be delivered at the end of September to the owner

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The **TUCKOV BRIDGE** seen in the port of Durban – Photo : Dirk Raemaekers ©

## Oceania finalises newbuildings

Private equity-owned Oceania Cruises has firmed its billion-plus newbuilding deal with Fincantieri following the preliminary announcement in March. In a statement this week, Oceania said the first 65,000-gt, 1,260-passenger vessel will be delivered from Fincantieri's Sestre Ponente facility in September 2010 and the second in July 2011, with an option for a third sister for delivery in May 2012. The total price for the 'upper premium' ships (including the option) is \$1.6Bn, implying a total cost of over \$420,000/berth. Technical specifications for the new '**Oceania class**' vessels have been finalised, calling for a 20% higher cruising speed than the brand's current fleet, which will allow for a greater range of itineraries. Fincantieri chief executive Giuseppe Bono commented that the new mid-sized Oceania ships will further broaden the yard's product spectrum, "which spans from mega-yachts of over 70m to cruise ships of more than 113,000gt." The final contract signing for Oceania's expansion programme comes four months after the cruise brand's acquisition by private equity giant Apollo Management LP, whose funds boast capital commitments of \$11.6Bn.

## Havendagen beginnen nat

De Terneuzenaren halen drie dagen lang de band met het water aan. Vrijdagmiddag, bij de opening van de zevenentwintigste editie van de Havendagen, kwam dat water vooral van boven en de vooruitzichten zijn ook niet al te best.

Maar kapitein Willem van der Decken - de Vliegende Hollander - onderging grotere ontberingen, net als trouwens zijn grote vriend kapitein Rooibos. De twee domineerden de openingsbijeenkomst in een tent vol genodigden aan de voormalige Veerhaven. Daar werd directeur Johan Martin van overslagbedrijf Ovet, dat dit jaar het vijftigjarig jubileum viert, benoemd tot havenman van het jaar. Hij was zelf in het buitenland. Burgemeester J. Lonink overhandigde de oorkonde daarom aan commercieel directeur Jan Agten. Bij het hijsen van de vlag was kapitein Rooibos nergens te bekennen.



Photo : Adri van de Wege ©

## K-Sea orders four at Jeffboat

K-Sea Transportation Partners L.P. reports that it has signed a contract to build four 50,000 barrel tank barges at Jeffboat LLC, the manufacturing division of American Commercial Lines, Inc.

Total value of the contract is approximately \$40 million, and construction will start in the first quarter of calendar 2009. The first vessel is scheduled for delivery in December 2009, with an additional vessel delivered every three months thereafter. The contract also includes an option for up to four more comparable barges.

Timothy J. Casey, President and CEO of K-Sea, said, "We are pleased with this contract, which extends our vessel newbuilding program into 2010 and provides further visibility into our growth opportunities. These barges will improve the quality of our fleet and enhance our ability to provide our customers with safe, reliable service."





## NIEUW ROTTERDAMS OLIEBESTRIJDINGSVAARTUIG IN DE VAART



Dinsdag 26 juni 2007 neemt het Havenbedrijf Rotterdam het nieuwe oliebestrijdingsvaartuig **OSR (oil spill response) 31** in gebruik. Het gaat om een catamaran met veegarmen. Het vaartuig heeft tussen de twee drijvers een opblaasbare separator met een verzamelreservoir waarin de olie wordt verzameld. Het is voor het eerst dat een catamaran wordt gebruikt als oliebestrijdingsvaartuig. De voordelen daarvan zijn de snelheid (21 km/uur) en de twee drijvers die op natuurlijke wijze de olie bij elkaar houden.

**Foto :**  
**Havenbedrijf Rotterdam ©**

De catamaran is gebouwd door Scheepswerf Grave. Het vaartuig kost circa € 3 miljoen.

De **OSR 31** zal voornamelijk worden ingezet bij zware verontreinigingen. Die komen zelden voor in Rotterdam maar de schade is aanzienlijk als dit gebeurt. Vorig jaar werd in totaal ongeveer 50 kuub olie gemorst. Verreweg het grootste gedeelte daarvan bestond uit morsingen van kleiner dan 250 liter. Op 18 januari brak de **CMA CGM Claudel** steiger 2 van de Maasvlakte Olie Terminal. Toen verdween 800 kuub 'Arabian light crude' in het water. Het was de grootste morsing in de Rotterdamse van de afgelopen twintig jaar.

### **OSR 31 details :**

lengte	28,55
lengte incl. veegarmen	33,40
max. breedte	13,32
max. diepte	2,00
max. veegbreedte	19,00
snelheid	21 km/u

## Pakistani breakers reject tax hike

Shipbreakers at Gadani beach, Pakistan, have rejected an increase in sales tax to Rs5,600 (\$92)/tonne and threatened to stop importing scrap vessels unless the federal government withdraws the levy announced in the annual budget

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2007-2008. "We seek immediate intervention from the Balochistan governor and the chief minister to save the industry that provides nearly ten thousand jobs," said Pakistan Ship Breakers Association's chairman Azam Malik. Malik said the federal government has increased the sales tax from Rs2,700 to Rs5,600/tonne, putting it beyond the reach of breakers. "As a result, this industry would die, thousands of workers would lose their jobs and price of scrap steel would go out of common man's reach," Malik warned.

## MOVEMENTS



The **GEESTDIJK** seen in enroute Rotterdam - Photo : Tjep van Roon ©

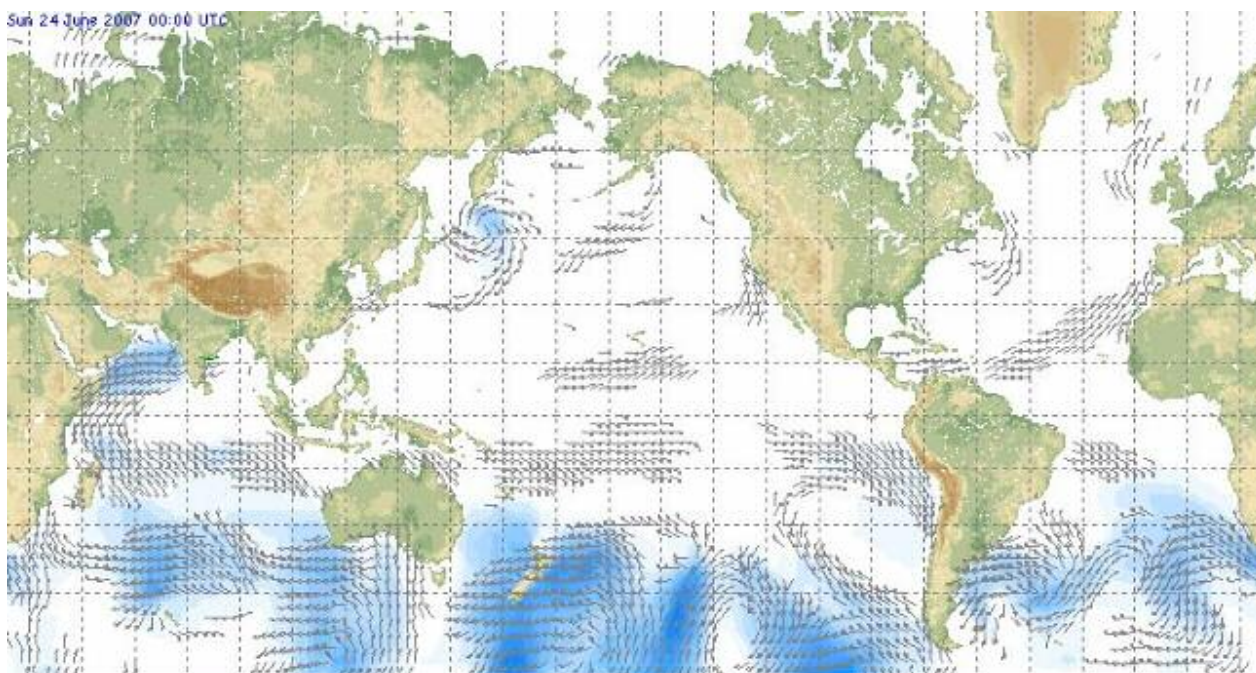
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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



The French former weather ship **FRANCE 1** seen moored at the Maritime museum in La Rochelle

**Photo : Piet Sinke ©**



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