

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 165



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The French L 9014 TONNERRE seen departing from Cape Town

Photo : Ian Shiffman ©

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EVENTS, INCIDENTS & OPERATIONS



The latest newbuilding of the **AMELS shipyard** is this the second type 171 LE (no name yet) yard number 452 is seen in Flushing during her first dancing lessons

Photo : www.maritimephoto.com ©

Russian seafarers worked double hours for half the salary

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 165

SSG-GÖTEBORG. 15 structural deficiencies and two sets of books for the crew's working hours and pay, were found during an inspection of the general cargo vessel **Lillian** in New Ross, Ireland. The crew had not been paid since the beginning of April and the salaries they were entitled to according to the ITF-registered agreement on board had been close to halved.

The nine crew members also had their hours of work doubled and their holiday rates halved. The **Lillian**, built in 1977, flies the Belize flag but is managed and operated by IBMS SIA in Riga. The Russian crew are reported to be employed by Inter Balt Crewing Agency through their office in St. Petersburg.



Heerema's **Retriever** spotted in Fourchon (temporarily) equipped with the most sophisticated Oceaneering Millenium Plus ROV in the world

Photo : Crew Retriever ©



Philippine ferry under tow

A Philippine ferry which stalled en route to Cebu City is now safely under tow but early reports have grossly underestimated the number of people onboard.

The 1,140-lane-metre ro-pax **Princess of the Ocean** (built 1975) came to a halt en route from Cagayan de Oro in the early hours of Friday morning after experiencing mechanical problems in three auxiliary engines.

A spokesperson at owner Sulpicio Lines of Cebu said on Friday that the ship is currently being towed to the city by one of the owner's tugs and is due to arrive in the early hours of Saturday. The Philippines-flagged vessel had been due to dock at Cebu at 07:30 on Friday.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 165

Local media reports have put the number of passengers onboard at 225 but the Sulpicio source said there were 481 people onboard including 30 crew members. There have been no injuries and there is no reported pollution as a result of the incident.

The 7,927-gt vessel is expected to require repairs to its three generators when it docks at Cebu.



The **SMIT EUROPE** seen during her trials at the anchorage Marmara Sea

Photo : Hans van der Ster ©

Maersk fights to restore its glory

Maersk Line, probably the best line in the world, may have been able to borrow its Danish compatriot Carlsberg's lager advertising slogan a few years ago but not now. So instead it has appointed the brewer's boss.

Nils Andersen, Carlsberg chief executive for the past six years, will take over the role held by Jess Soderberg for the past 14 years at the top of the AP Moller-Maersk Group.

Out too go partners Knud Stubkjaer and Tommy Thomsen, who is currently in charge of APM terminals, but like Soderberg both are chief architects of the group's core liner strategy that led to the takeover of P&O Nedlloyd and disastrous losses last year.

Even the group's corporate gloss on the changes speaks volumes: Maersk wants to "clarify future management relations and thus keep a constant drive in the company".

The drive to take over P&O Nedlloyd and change information-technology systems at the same time certainly led to a loss of impetus for Maersk Line. In 2006, the carrier was effectively dead in the water, torpedoed by its own policies. The directors of this strategy are now having to pay the price, albeit at a decent interval so that the group can pretend

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 165

this is not the reason, at a time when a second year of huge boxship sales, now including modern vessels, is needed to mask the poor performance.

Andersen, who is already on the AP Moller-Maersk board, will be a new broom alongside the impressive former chief financial officer and now sole liner boss Eivind Kolding. The dual control of before has been swept away.

But Maersk Line is in trouble. Having taken a massive market lead by buying P&O Nedlloyd in 2005, it is surrendering much of what was gained as it cuts back to stem the losses.

In March, the outgoing Soderberg denied he regretted the merger but said: "You can disagree over whether the timing was optimal but you have to use opportunities when they are there."

Obviously the timing was poor as a huge swathe of new capacity came onstream and arguably Maersk Line did not need to make the leap when it did.

Then P&O Nedlloyd boss Philip Green was fattening the line-up for sale but did not see it happening for a while.

It is believed the old man himself Maersk Mc-Kinney Moller was against the merger and now has lost patience with those who told him it would work.

But questioning the timing is now less relevant. What is important for the new management is to get Maersk Line back on its feet. It has a lot going for it in terms of size and systems, once they are fully ironed out, and the changes made this year should go some way to help.

Possibly, the best line in the world then? Not now but it can probably be done again.



15 crew members rescued from sinking cargo vessel

The 15-member crew of the sinking cargo vessel **M V Maria**, including 10 Indians, was rescued in the waters off Kochi on Saturday, port officials said.

The ship, carrying iron billets, was on its way to Albania from China when it developed a leak about three days ago, the officials said.

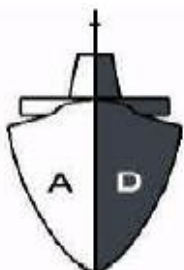
The vessel had been anchored in outer Kochi harbour. Its crew was trying to repair the vessel and proceed on its journey. However, the captain of the vessel informed port authorities that the vessel was sinking.

The port immediately sent a tug and rescued the crew. The Coast Guard and naval authorities were informed of the incident and asked to take necessary precautions in case of an oil spill from the vessel, the officials said.

NAVY NEWS

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The first in a range of new crafts being built for The New Zealand Navy, **HMNZS Canterbury** is seen at her home port Lyttelton which also happens to be the ship's first New Zealand port call on her delivery voyage from Melbourne. The large tent on the flight deck is where festivities are to be held Saturday night to welcome the ship into the New Zealand Navy.

Photo : Alan Calvert ©

Connaughton to Inspect Ships Docked in Suisun Bay

According to the San Francisco Chronicle, the head of the MarAd, Administrator Sean Connaughton will be in the Bay Area to take a look at the mothball fleet docked in Suisun Bay. The visit by Administrator Sean Connaughton comes as the agency seeks to scrap more than half the fleet. MarAd wants to tow the ships out of Suisun Bay to a scrapping facility in Texas.

Before the ships are allowed to be moved, they have to have their hulls cleaned to get rid of intrusive marine organisms. But the Coast Guard halted the ship disposal plan earlier this year when it learned the ships were being cleaned in San Francisco Bay. According to water officials, cleaning the ships in the bay without proper protection of maritime life violates the National Invasive Species Act.

Two U.S. warships make port call in Vladivostok

The U.S. guided missile destroyer **Curtis Wilbur** and submarine tender **Frank Cable** have arrived at the main base of the Russian Pacific Fleet, Vladivostok.

It is a second meeting between Russian and American naval crews this year and its goal is to further naval cooperation in Asia and the Pacific, to attend celebrations of the Day of Vladivostok on July 2 and U.S. Day of Independence on July 4 and to go to La Perouse Strait on a memory cruise, the Pacific Fleet's press service has announced.

The Russian hosting ships are the large amphibious ship **BDK-98** and the large submarine chaser **Admiral Panteleyev**. The U.S. crews will be received by the Pacific Fleet commanders and by the mayor of Vladivostok.

U.S. naval officers will give classes to Russian naval academy cadets - new form of contacts between Russian and U.S. crews.

The program of the Memory Cruise includes a conference on July 4 on rescue operations and research missions of the Russian and U.S. Pacific fleets. On the same day, Russian and American naval crews will attend the departure ceremony for the rescue and research vessel **Iskra**, which has been searching for sunken ships and submarines in the Sea of Japan for the past few years.

On July 5, the **BDK-98** and the **Frank Cable** will head to the La Perouse Strait to pay respects to the crew of the U.S. submarine, the **Wahoo**, destroyed during World War II. Veterans of the Russian Pacific Fleet will be aboard the **BDK-98**.

The upcoming visit of the U.S. warships will be 22nd in the recent history of relations between the Russian and American navies. Russian crews previously visited their American colleagues in San Diego, Seattle, Pearl Harbor and the Marianas.

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The **MINERVA CONCERT** seen in dock in Hamburg
Photo : Rienier Jansen ©

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The dredger **LELYSTAD** seen in the Rotterdam area – Photo : Tjep van Roon ©

Holland America's expansive 2008 Europe season includes inauguration of ms Eurodam

Holland America Line's 2008 Europe cruise season will be its most expansive and most innovative, with 57 unique itineraries from March through November that visit nine maiden ports and feature six ships, including the debut of the ms **Eurodam**.

Next year also will mark the 135th anniversary of the premium line's first cruise from Rotterdam to New York.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 165

"We are introducing our first Signature Class ship with the launch of the **Eurodam**, and we have the **Zuiderdam** sailing in Europe for the first time," stated Richard D. Meadows, CTC, executive vice president, marketing, sales and guest programs. "With six ships and nine maiden ports, we have a 35% capacity increase in cruises and the opportunity to see every region of Europe. From the polar ice across the Arctic Circle to the shores of North Africa and the Black Sea, we offer an in-depth view of the continent and beyond."



The European fleet includes the flagship ms **Rotterdam**, the ms **Eurodam**, two Vista-class ships, the ms **Noordam** and the ms **Zuiderdam**; the intimate ms **Prinsendam** and the five-star ms **Maasdam** sailing to Greenland, Iceland, and Northern Europe.

Dining room onboard the **PRINSENDAM**
Photo : Piet Sinke ©

All ships offer the Explorations Speaker Series, Culinary Arts Center presented by Food & Wine Magazine, the Greenhouse Spa & Salon and one-of-a-kind Medallion Shore

Excursions, which allow guests to customize time ashore and discover Europe at their own pace.

The season offers 57 unique itineraries of seven to 35 days covering classic Europe from the North Cape of Norway to Egypt and the Black Sea. Nine new maiden ports include Lulea, Hudiksvall and Karlskrona, Sweden; Aalborg, Denmark; Newcastle upon Tyne and Barrow in Furness, England; Santander, Spain; Portimao, Portugal; and Split, Croatia.

The **Eurodam** will spend its inaugural season on alternating 10-day Northern Europe itineraries, sailing roundtrip from Copenhagen. The new 10-day Norwegian Fjords & Scotland cruise combines breathtaking Norwegian fjords with Invergordon (famous for Loch Ness) and Edinburgh, (home of the famous Castle & Scottish Crown Jewels), Scotland; and the maiden port Newcastle upon Tyne, England (gateway to the city of York). The 10-day Gems of the Baltic, a perennial guest favorite, combines an overnight stay on board in St. Petersburg, Russia with Scandinavia and northern Germany.

Four popular Kiel Canal & Baltic itineraries are offered on the intimate **Prinsendam**, including a new 16-day Midnight Sun Explorer itinerary that includes a maiden exploration of the Gulf of Bothnia, between Sweden and Finland. Holland America Line is the only premium cruise line that offers sailings in the Gulf of Bothnia. The sleek draft of the **Prinsendam** allows the ship to cruise the Kiel Canal's spectacular lock system where few other major cruise lines venture.



The **ROTTERDAM** seen in Rotterdam - Photo : Piet Sinke ©

The flagship **Rotterdam** sails a new 14-day Norwegian Highlands, Fjords and North Cape cruise, combining Scotland with an in-depth exploration of Norway's breathtaking fjords. For the first time, the **Prinsendam** visits Norway, Iceland, Greenland and Scotland on a 21-day sailing roundtrip from Europe (between London and Amsterdam). The 14-day Celtic Kingdoms itinerary circles the United Kingdom, with calls in Scotland, Ireland, England, Wales and the Channel Islands.

The **Zuiderdam** premieres in Europe with three new 12-day Mediterranean & Greek Isles cruises, sailing between Barcelona and Venice or roundtrip from Venice. All include extended stays with an overnight in Venice, plus an overnight in either Barcelona or Istanbul. These port-intensive cruises include iconic calls such as Florence (Livorno), Rome (Civitavecchia) and Santorini with less-visited gems like Split, Mykonos, Argostoli and Navplion. Plus, guests will enjoy the nightlife in Santorini, Mykonos, Messina and Monte Carlo, where departures are set at 11 p.m. Two of the three itineraries may be combined for a 24-day cruise between Venice and Barcelona.

The **Noordam** returns to the Mediterranean on alternating 10-day roundtrip Rome itineraries, sailing the Eastern Mediterranean and Greek Isles or Western Mediterranean and North Africa. Perfect for guests who've previously enjoyed the Mediterranean, Holland America Line offers seven Black Sea sailings, which also feature options for visiting the pyramids of Egypt and the Holy Lands: four 12-day and one new 14-day Rotterdam departure and two 14-day options on the **Prinsendam**.

For those who want a taste of several diverse European regions in one cruise, Holland America Line offers three European Treasures itineraries. These sailings include ports in Northern and Western Europe, as well as the Mediterranean. A new 11-day Heart of Bordeaux cruise on the **Prinsendam** includes a daylight transit of France's Gironde Estuary with an overnight in the heart of the scenic Bordeaux wine region.

For true explorers who appreciate longer, in-depth itineraries, there are 10 unique Collectors' Voyages -- 20-to 30-day cruises that combine non-repeating itineraries with special pricing. Other highlights include extended stays with overnights in Barcelona, Spain; Bordeaux, France; Venice, Italy; Istanbul, Turkey; and St. Petersburg, Russia.

With more than 300 choices, Holland America Line's European shore excursions offer something for everyone. For the wine lovers and connoisseurs, there is a Taste of Croatia, a Taste of Tuscany or perhaps a Taste of the Riviera in

Monte Carlo. For the art and architecture enthusiasts, there are opportunities to discover Gaudi's Barcelona, explore rich art traditions in Florence, tour ancient cities in Turkey, and visit the Peggy Guggenheim Collection in Venice. For those who want to venture off the beaten track, tours explore rarely visited parts of Malta via four-wheel drive vehicles, canoe along the Mallorca Coast or hike through Ichkeul Natural Park in Tunisia.

European cruise fares start at \$999 per person, double occupancy.

SeaDream to order third vessel

SSG-TØNSBERG. Atle Brynestad, who founded Seabourn Cruise Line, is planning a new, larger vessel to join SeaDream Yacht Club's two vessels **SeaDream I** and **SeaDream II**. SeaDream last year made a profit of NOK 33 million after a loss of NOK 34.5 million a year earlier. Operating income was also up from NOK 208 million in 2005 to NOK 252 million last year. The two vessels in operation can each accommodate 110 passengers, while the new vessel will be built to cater for 200 passengers with a crew of at least 150. Cruise specialist Petter Yran, who has worked with Brynestad on previous occasions, will design the new vessel. SeaDream was founded in 2001 by Brynestad and Larry Pimentel, who was President of Seabourn and later President and CEO of the merged companies Cunard-Seabourn.



Wagenborg's **MEDEMBORG** (ex ARION) seen moored in La Pallice

Photo : Piet Sinke ©

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Cruise ship company cancel Norwegian calls

SSG-TØNSBERG. Holland America Lines (HAL) is the first cruise company to cancel all calls at Norwegian ports from 2009 because of the NOx tax introduced on 1 January, this year. For 2008, HAL has announced seven calls at Norwegian ports. According to the Norwegian tourist industry, the new tax could force 50 per cent of the cruise traffic away from Norway, with the cruise ship operators choosing other North European destinations. In 2006, around

350,000 tourists came to Norway on board a cruise vessel. This equates with a total of 1.2 million visits to 35 ports on 250 different cruises. Norway is one of the world's major cruise destinations. It was expected that traffic could double in the next 10 years, but that was before the NOx tax. The government says it will reduce NOx emissions to satisfy



its commitment under the Gothenburg protocol. Cruise companies visiting Norway will face cost increases of between NOK 60 million and NOK 70 million because of the new tax.

Left : HAL's **ROTTERDAM** seen in Norwegian waters

Photo : Rob van den Hof ©

However, the tax does not apply to all. Coastal Express vessels pay no NOx tax, nor do cruise ships only calling at Oslo as part of a Baltic cruise. This applies to 60 per cent of the cruise ships calling at Oslo. The fishing fleet pay NOx tax, while the ferry companies, such as Color Line, does not pay either.

Sealink signs for supply ship

Malaysian offshore vessel owner Sealink is splashing \$12.9m on a new supply ship at domestic yard group PSC Industries.

PSC said its Penang facility will construct the 67-metre anchor-handling tug supply (AHTS) vessel.

It did not mention a delivery date, but said the deal would have a positive impact on earnings for the year to end 2008.

PSC, best known for naval shipbuilding, has announced it is changing its name to Boustead Heavy Industries Corp as it focuses more on merchant business.

Novoship to retain funnel livery

SSG-TALLINN. According to SeaNews.ru, the merger between Sovcomflot and Novoship will take the form of Novoship becoming a subsidiary of Sovcomflot. 50.34 per cent of the state's shares in Novoship will be transferred to Sovcomflot in order to pay for the new shares Sovcomflot will issue before the end of the year and to increase its share capital. The shipping companies will coordinate large projects, freight operations, shipbuilding and repairs as well as technical maintenance. Novoship will retain its trademark and its legal independence. Sovcomflot argues that exploiting oil and gas fields on Russia's continental shelf is impossible without a specialised, iceclass tanker fleet and the large state-owned tanker shipping company will have both the financial and the technical capacity to order the next generation of ships from Russian shipyards. Sovcomflot has also been asked to participate in the development of modern terminals and logistics centres.



The **PATANAL** seen loading 2 ferries at the Singapore anchorage.

Photo : Jeroen Anneveld ©

Isbre Signs Contract With Jo Tankers

According to reports, Isbre Holding Corp. said that it has entered into a contract with Jo Tankers, for bulk transportation of Isbre Norwegian glacier spring water. Isbre's water will be extracted directly from its spring source in Osa, Norway. It will be loaded in bulk into cargo tanks on Jo Tankers vessels, and transported to special water storage tanks at Isbre's first bottling plant in Bristol, Pennsylvania. Distribution arrangements covering Canada, Eastern Pennsylvania, Delaware, the District of Columbia, Maryland, Massachusetts, and New Jersey have already been determined.

Financing of Viking Line newbuilding in place

SSG-ÅBO. Viking Line Abp's contract with the Spanish shipyard Astilleros de Sevilla, S.A. for the delivery of a car/passenger ferry has been taken over by the Spanish leasing company Bansalease S.A., Establecimiento Financiero de Credito, which is a company in the Banco Santander group. This is part of the shipyard's financing of the newbuilding project and has enabled it to offer a better price. The ferry will be delivered in the summer of 2009 and will sail for Viking Line between Mariehamn and Kapellskär. The newbuilding will be bareboatchartered by Viking Line for two years after which it will be owned by Viking Line. The contract price of the newbuilding, which goes under the working name of Viking ADCC (All Seasons Day Cruising and Commuting) is approx. EUR 60 million.

Laid up BW Gas VLGCs getting back to work

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 165

Oslo-listed BW Gas is getting its fleet of very large gas carriers (VLGCs) back to full employment as increased demand provides opportunities to take ships out of layup, BW Gas placed five VLGCs into semi-layup in December because of poor rates but BW Gas managing director Jan Haakon Pettersen confirms only one now remains idle.

"We had to take them out to cover our contractual obligations," he said.

One of the laid up ships, the 76,000-cbm **Berge Sisu** (built 1978), was sold earlier this year. Chief financial officer Garup Meidell told US investors this week that BW Gas is discussing several long-term storage contracts for VLGCs in Nigeria, Latin America, the Caribbean and Australia.

TradeWinds understands that BW Gas has fixed one of its VLGCs, the 75,000-cbm **BW Sund** (built 1981), to Geogas for 18 months, reportedly for storage employment off the Dominican Republic. The rate is spot-market related but with a floor rate.

The spot market for VLGCs is currently very thin but has large implications for vessel earnings because many period charters are linked to the spot rate as calculated by the Baltic Exchange.

Brokers say there is currently a lack of tonnage in the market. BW Gas, which is the biggest player, is said to be fully fixed throughout July. Still, the spot market only stood at \$25,000 per day this week, some \$5,000 per day higher than when the company decided to lay up some ships.

The BW Gas pool controls 31 of 104 VLGCs currently trading in the world fleet.

Geogas has also been active, fixing the 5,000-cbm newbuilding **Sigas Silvia** for 12 months from Eitzen Gas upon delivery at the end of next month. It is believed to have been fixed for some \$280,000 per month.

ASD tug to Finland

SSG-ÅBO. Yxpila Hinaus – Bogsering Oy Ab in Kokkola, Finland, has bought the Azimuth Stern Drive (ASD) tug **Maju Cepat** from Maju Maritime Singapore, a joint venture of Smit and Keppel. The 298 GT Maju Cepat was built in 1996 in China. The tug is 32.82 metres long and is powered by two Daihatsu engines with a total output of 2,354 kW (3,200 hp). She will be delivered to the new owner by Redwise Maritime. The new name of the tug is not yet known.

Orders will be Bertling's biggest vessels yet

Open-hatch general cargoship owner and operator FH Bertling has ordered four 50,000-dwt vessels in China. They will be the largest ships in its fleet.

The ships are to be built at privately-owned Zhejiang Friendship Shipyard, with deliveries starting in October 2008 and then at five-month intervals.

It is the first time Hamburg-based Bertling has ordered at Zhejiang Friendship, a relatively new yard located in the city of Taizhou in eastern Zhejiang. Bertling has a fleet of 12 open-hatch ships of 36,000 dwt currently in its fleet, including four that were lengthened last year to increase their size from 32,000 dwt. Upgrading the ships, which were built at China's Bohai Shipbuilding&Heavy Industries, was handled by Motorenwerke Bremerhaven (MWB).

The owner has a breakbulk service between the western coast of South America and the US East Coast, US Gulf and Mexico's eastern coast. It employs four Toscana-class ships that concentrate on the South American forest industry, as well as handling copper products, steel and other conventional cargoes.

Bertling, which also has chartering and freight-forwarding divisions, involves partners Ralf Petersen and Marianne Heinemeier.

No prices have been disclosed for the newbuildings.

MOVEMENTS



The **M 31 CATTISTOCK** seen arriving in Oostend – Photo : Wesley Vercruysse ©



The **ESMERALDA** heading up Belfast Lough to Belfast.
Photo : Dave Wilkinson ©

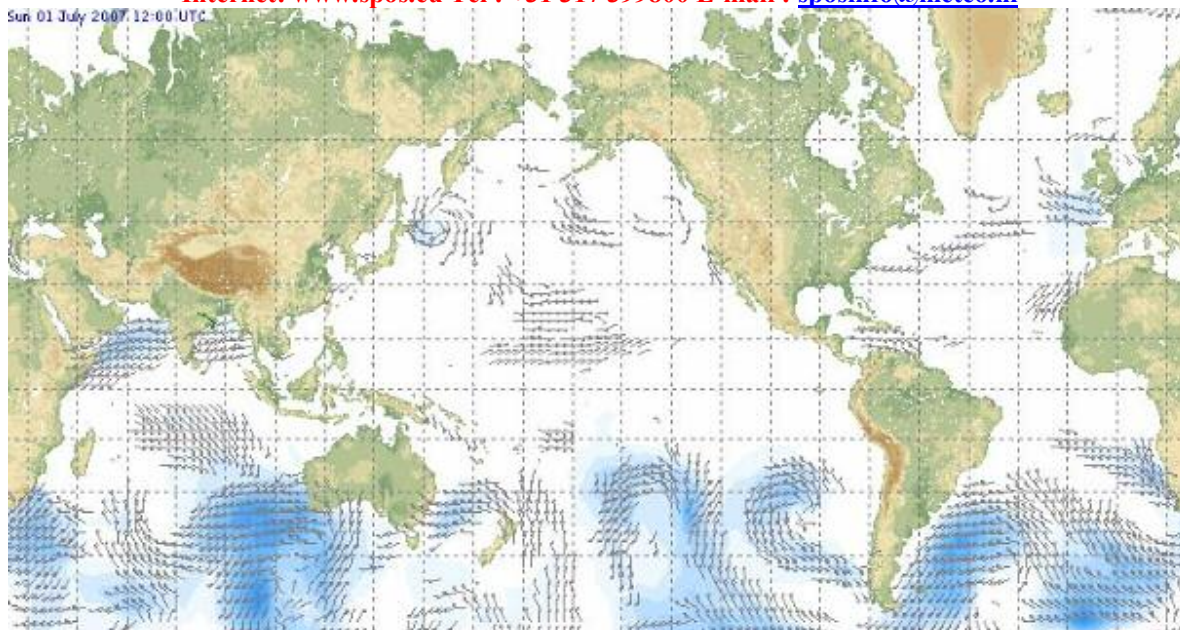
MARINE WEATHER

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.... PHOTO OF THE DAY



The **Volendam** seen in Juneau June 26th.
Photo : Willem Kappert ©

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