

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 261



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The CRYSTAL SYMPHONY seen in Willemstad (Curacao)

Photo : Kees Bustraan ©

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EVENTS, INCIDENTS & OPERATIONS



The tug **DRETIA** is operating in Suva (Fiji)
Photo : Bridge team HAL's AMSTERDAM ©

Feds open criminal probe of Cosco Busan spill

The U.S. Attorney in San Francisco has opened a federal criminal investigation into last week's incident in which the containership Cosco Busan spilled an estimated 58,000 gallons of bunker fuel after hitting a tower of the Bay Bridge.

The federal criminal investigation will probe whether there have been any violations of federal laws covering the discharge of oil into U.S. waters, such as OPA 90, the Clean Water Act and the Migratory Species Act.

Meantime, the National Transportation Safety Board has started an investigation into the causes of the incident and clean-up efforts are continuing.



The tug **JESS NEWTON** seen acting as steering tug at the Houston ship Channel

Photo : Hans Schaefer ©



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Ship made dramatic turn

Petaluma pilot, crew might not have known how off course they were before accident, oil spill

The cargo ship that hit the Bay Bridge, dumping 58,000 gallons of bunker fuel into San Francisco Bay, was attached to a tug boat at the time, the San Jose Mercury News has learned.

The tug boat, an added layer of safety that was not required, apparently was not asked -- or may have been unable -- to steer the vessel clear of the bridge in time.

With the cause of the accident still a mystery, the fact that the tug was not able to prevent the collision could indicate that the pilot, Capt. John Cota of Petaluma, and crew didn't realize the ship was dangerously off course, experts familiar with the case said Monday.

"The tug works at the direction of the pilot. Judging from what I've heard about the radio transmissions, it sounded like he thought he was where he wanted to be," said Capt. Peter McIsaac, port agent for the San Francisco Bar Pilots Association in San Francisco.

Because of heavy fog, visibility was only 300 feet, the Coast Guard said, when the **Cosco Busan**, a 900-foot Chinese container ship bound from Oakland to South Korea, hit a tower of the bridge with a glancing blow Wednesday, ripping a 100-foot gash in the ship's side.

Meanwhile, a new video made of the ship's course, based on radio signals from the transponder on board, shows it veered dramatically to the left just before it approached the Bay Bridge from the south, then sailed roughly parallel to the bridge before taking a hard right turn and slamming into the bridge support. The video is posted at www.boatingsf.com.

"The \$100 million question is why did he choose to turn when he did? Clearly he was mistaken about his position or his course and because of the fog couldn't see," said Michael Slater, a sailor and software engineer from Sebastopol, who maintains the Web site.

"The people driving that tug watched this all happen," he said. "You have to assume they were looking at their instruments and thinking 'What is he doing?' "

McIsaac said Cota, the local bar pilot on board, has had a rough few days. "It's definitely stressful," said McIsaac, a colleague. "He's gotten a lot of crank calls, that kind of thing."

Cota, the husband of Petaluma City Councilwoman Teresa Barrett, has made no public comments. Neither he nor his wife has returned phone messages. Friends said the spill has weighed heavily on both Cota and Barrett.

"They are devastated," said former Petaluma Councilwoman Janice Cader-Thompson. "Teresa is an environmentalist. It's important to both of them. It breaks my heart that she has to go through this."

Petaluma Mayor Pam Torliatt said Cota is a member of environmental groups such as the Sierra Club. Torliatt said Cota was a seasoned maritime pilot and blamed the disaster on a slow response by the Coast Guard. "It could have been really minimized if the Coast Guard had been involved earlier," Torliatt said.

John Meadows, an attorney for Cota, has said Cota was not responsible and on Monday offered new details.

Meadows said the ship's radar was broken down, the Los Angeles Times reported. In addition, he said, the ship's captain, who ceded control of the vessel to Cota in the bay, provided incorrect information from the navigation system. "He was left hanging out there in the fog," Meadows said.

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Cota was scheduled to meet Monday with investigators from the National Transportation Safety Board. The tug boat that was roped to the stern of the **Cosco Busan** is named **Revolution**. Built two years ago, it is one of the strongest tug boats in the bay. It is owned by AmNav Maritime Services of Oakland.

"We have met with the Coast Guard. We have been informed they are not looking at AmNav or our tug as a party of interest," said Milt Merritt, the company president. "But we will continue to cooperate fully if we are called upon."

Michael Anderson, a spokesman for the Coast Guard, would not comment on the tug boat or whether Cota gave it orders to try to prevent the collision, saying it was part of an ongoing investigation. On Monday, cleanup efforts continued, with 1,048 people working on the spill response. So far, 545 live oiled birds have been collected, 34 of which have died, according to wildlife rescue teams with UC Davis. Another 369 dead birds have been collected.

Meanwhile, the Coast Guard has detained the **Cosco Busan** at Anchorage Nine near San Francisco because of the gash in its hull and because of an unspecified deficiency with the ship's crew.

Rear Adm. Craig Bone, the Coast Guard's top official in California, said Monday that a preliminary investigation found a problem with the crew's "bridge resource management team." But Bone, who said two days earlier that a preliminary investigation shows the ship did not suffer mechanical failure, would not elaborate on what human errors may have occurred.

"Unless the ship fails, there is no excuse to hit a fixed object," Bone told House Speaker Nancy Pelosi, D-San Francisco, and other members of Congress, including Rep. Lynn Woolsey, D-Petaluma, as they toured the spill site Monday. **Source : San Jose Mercury News**



The **LAUST MAERSK** berthed at port of Santos.
Bruno Pricoli ©

Russia reviews shipping safety after storm sinks five ships on Black Sea

Russia's government launched a review of shipping safety yesterday after a tanker broke up in a storm, releasing thousands of tonnes of oil that clogged beaches and choked seabirds to death. A once-in-a-century storm on Sunday

in the northern mouth of the Black Sea sank five ships, including the oil tanker, crippled several others and triggered what a local official described as an ecological catastrophe. Workers with shovels and rakes were scraping up a thick layer of black sludge that washed ashore from the tanker. Some birds, their feathers caked with oil and unable to see, blundered on to a nearby road and were crushed under vehicles. The storm killed three seamen. A new storm yesterday grounded helicopters searching for five sailors still missing. Russian Prime Minister Viktor Zubkov said the narrow Kerch Strait, between the Black Sea and Azov Sea, had seen the "biggest mass sinking of ships in the history of modern Russia". **Source : National Post**

Cars wrecked as storms hit ferry

Hundreds of thousands of pounds worth of damage has been caused to cars and lorries on board a ferry which got caught in storms near Shetland. Eighty cars were damaged when the Faroese Ferry **Norrøna** began to roll after losing power in high winds on Monday when sailing from Norway.



The ferry was forced to call into Lerwick for repairs to its stabilisers, which were badly damaged. Divers worked on the ferry and it resumed its journey on Tuesday evening.

One driver told BBC Scotland: "We lost our car, it was parked next to a trailer, it was totalled." "A caravan between us was completely crushed." Another person on board said of the storms: "You could not walk properly and you could not sleep." Insurers were expected to begin assessing the damage on Wednesday.

Hulpvaardige collega strandt tijdens actie

Met een harde wind recht op de kust als tegenstander is gistermiddag met man en macht geprobeerd om een gestrande garnalenkotter van het strand bij Renesse te trekken. De poging is uitgelopen op een mislukking. Na twee uur hard werken ligt niet alleen de garnalenkotter **Lia-Jan** met als thuishaven Den Helder nog steeds op het strand, ook de te hulp geschoten collega's van de kotter **Klara Jacoba** uit Stellendam liggen inmiddels muurvast in het zand.

"We gaan morgenochtend vroeg, als het hoog water is, proberen het schip vlot te trekken. Dat gebeurt met twee sleepboten. Ik kan nog niet zeggen of we schade hebben. Dat is nu niet te zien", zegt eigenaar C. Tanis van de **Klara Jacoba**.

De ellende is de nacht daarvoor begonnen. Rond drie uur in de ochtend was de **Lia-Jan** onder de kust van Renesse op garnalen aan het vissen. "Het is hier lastig varen met al die zandbanken en we zijn te dicht onder de kust gekomen. Je moet durven als schipper en soms gaat het mis, maar we hebben gelukkig geen schade", zegt schipper D. Caljouw. Die nacht was de **Klara Jacoba** ook al in de buurt en ook toen is al een poging ondernomen om de **Lia-Jan** vlot te trekken, maar door het snelle afgaande tij is dat niet gelukt. Het enige wat restte was wachten op hoogwater.

Om drie uur gistermiddag was het water hoog genoeg om een tweede poging te ondernemen. Met hulp van KNRM reddingboot **Koopmansdank** ging de bemanning van de **Klara Jacoba** weer aan de slag.

Al snel werd duidelijk dat het geen eenvoudige klus was. De **Lia-Jan** kwam weliswaar los en werd zelfs een kwartslag gedraaid, maar het schip kwam niet ver genoeg de zee in om weg te kunnen varen.

Tot twee keer toe kwam daarbij de hulpverlener zelf in de problemen en bij de tweede keer liep het schip vast op het strand. Pogingen van een derde en vierde kotter om de onfortuinlijke hulpverlener nog tijdig - voor laagwater - vlot te trekken mislukten.

Reports on habitat damage in Kerch Strait to be handed to ship-owners in a week

Russian environmental protection agencies will draw up reports on the environmental damage caused by a maritime disaster in the Kerch Strait within a week, and hand them to the ship-owners, Prime Minister Viktor Zubkov told the press on Tuesday.

"I think all environmental protection agencies will draw up reports in about a week and declare the damage to the ship-owners," the prime minister said. **Source : Interfax**

Incendio en plataforma de Pemex que registró fuga de gas

De acuerdo con la paraestatal, el siniestro se inició alrededor de las 17:00 horas.



Petróleos Mexicanos reportó la noche de este martes que se presentó un incendio en la plataforma Kab 101, que desde el pasado 23 de octubre presentó una fuga de gas y aceite, tras el accidente registrado al chocar con la plataforma marina Usumacinta, en el Golfo de Campeche.

Según la paraestatal, el siniestro se inició alrededor de las 17:00 horas, generado por una chispa durante los trabajos de control de la fuga de gas que se estaban realizando en la plataforma y que consistían en la inyección de lodo.

En este momento se encuentran en el lugar 4 embarcaciones contraincendio realizando maniobras para sofocar el fuego mediante la aplicación de cortinas de agua.

Es importante destacar que no hay lesionados. En cuanto el incendio esté sofocado, se continuarán los trabajos de control de la fuga. Durante este periodo, el producto que sale del pozo se quema, lo cual genera una nube de humo.

Source : El Sol de Tampico

CASUALTY REPORTING



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Swedish tanker leaked diesel oil

Ektank vessel **Ekfors** was leaking diesel oil as a result of a grounding, which occurred in rough weather at the Slagentangen refinery last Friday. The **Ekfors** was at anchor waiting to load a 10,000 tonne cargo, when the accident happened. The vessel called for assistance and the tug John was in attendance, The tug towed the **Ekfors** to Horten for divers inspection. The diesel oil leak was only discovered yesterday and divers had to effect repair.

NYK ANTARES LOST 52 CONTAINERS



Photo top : Rene Mostert ©
Photo right : Frans Sanderse ©

The containerliner **NYK ANTARES** lost due to the weather 52 containers in the German Bight whilst enroute to Le Havre, in Rotterdam the mess on deck, due to this incident, was cleared as can be seen at the photos.



NAVY NEWS

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The British RFA **A 271 GOLD ROVER** seen above departing from Cape Town – Photo : Ian Shiffman ©

GE Marine Turbine to Power Turkish Navy Corvette

GE Marine will supply MTU Friedrichshafen GmbH, Friedrichshafen, Germany, with one LM2500 gas turbine. MTU will incorporate the LM2500 into a Combined Diesel And Gas turbine (CODAG) configuration to power the Turkish Navy's new MILGEM multi-purpose corvette.

The new MILGEM corvette will have an overall length of 99 meters with a displacement of 2,000 tons. The corvette's CODAG system will feature one LM2500 gas turbine and two MTU diesel engines for total propulsion power of 30,000 kilowatts. Maximum ship speed will be 29 knots. The gas turbine will be manufactured at GE's Evendale, Ohio facility, and will be delivered to MTU Friedrichshafen in late 2007 for integration into the CODAG propulsion system.

Construction of the first MILGEM class corvette is currently in progress at the Turkish Naval Forces Istanbul Naval Shipyard; operation is scheduled in 2011. Source : [MarineLink](#)

U.S. Warships Visit North Vietnam

Two U.S. Navy vessels on became the first American warships to visit northern Vietnam in peacetime, entering Haiphong port which U.S. forces mined and bombed in the Vietnam War 40 years ago, according to a Reuters report. The courtesy call of mine warfare ships **USS Patriot** and **USS Guardian** in communist-ruled Vietnam is the latest in a series of ship visits at a time of warm relations between Hanoi and Washington. A training ship, **USS Golden Bear**, visited Haiphong in July, the U.S. Embassy in Hanoi said. The **USS Patriot** and **USS Guardian** were to remain in

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Haiphong for several days, with the crews playing volleyball with a Vietnamese Navy team and visiting schools for blind and deaf children, officials said. Since Washington and Hanoi established diplomatic ties, other U.S. ships have stopped in Danang and Ho Chi Minh City, the latter the former Saigon and capital of U.S.-backed South Vietnam. In the 12 years since the lifting of a trade embargo and diplomatic relations, U.S.-Vietnam ties have grown, mostly through trade, but include cooperation on health and education. **Source: Reuters**



The former **SIR TRISTRAM** seen anchored in Portland

Photo : Piet Sinke ©

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VT Closes in on Military Contracts

VT Group is closing in on two significant military service contracts and hopes to become preferred bidder on a waste management private finance bid in Wakefield that it said could double its order book by the end of the financial year in March. By the end of September, the group, which is focused on shipbuilding and defense services group, had lifted its order book by \$413.6m to \$7.66b compared with the interim period last year, thanks to a \$310.1m shipbuilding deal for Trinidad and Tobago and regular contracts of up to \$103.4m. Mike Murphy, analyst at Panmure Gordon, reportedly said the two military deals – covering flight training and air tanker services – would take the group's order book to at least \$10.3b by the end of the year. In the six months to the end of September, pre-tax profits including intangibles rose 31 per cent to \$70.7m on revenue that rose 23 per cent to \$1.2b. Following the spin-off, the group plans to focus exclusively on higher margin engineering-based services. **Source: The Financial Times Limited**

BUGSIER 4 LAUNCHED BY ASL SINGAPORE



In Singapore the newbuilding Rotor ® tug **BUGSIER 4** was launched November 14th at the ASL shipyard, in the background sistersessel **BUGSIER 5** is seen under construction.

Photo : Paul Firet ©



The newbuilding dredger **BRABO** left the builders yard of IHC and commenced the yard trials

Photo : Michel Kodde ©

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Strong contracts for Ocean Heavylift

Ocean HeavyLift ASA has been awarded contracts with Rowan Companies, Inc and Skeie Drilling & Production ASA for transportation of four ultra large jackup rigs in 2008 and 2010.

The Rowan jackup rig **Gorilla VII** will be transported from Rotterdam to Angola in February/March 2008 and the three rigs for Skeie will be transported from the shipyard in Singapore to various destinations in 2010.

The Skeie rigs have a total weight of about 28,500 mt each and are constructed for harsh weather conditions in the North Sea and offshore Canada.

Total gross contract value is between USD 35 and USD 40 million and will be performed by the semi-submersible heavy lift vessels **Ancora** and **Hawk**.

Cato Hellstenius, CEO of Ocean HeavyLift, comments, 'We are very pleased that Skeie Production & Drilling and Rowan have awarded us these contracts, which confirms that we are in the top league of the heavy lift business'.

Commercial Manager, Dagfinn Thorsen in Offshore Heavy Transport, says, 'The rigs are among the world's largest of its kind and only a very few heavy lift vessels are capable of lifting them. The fact that rig operators are securing heavy lift capacity in 2010 is a confirmation of the strong market fundamentals in the heavy lift market'. **Source : Marine Norway**

'Japanse' Citroëns naar Zeebrugge

De Franse groep PSA heeft Zeebrugge gekozen als invoerhaven voor twee nieuwe modellen terreinwagens die uit Japan worden aangevoerd. Gefco organiseert de invoer en de verdere distributie op Europese bodem. Het contract heeft betrekking op 30.000 tot 40.000 wagens van het type 4x4; de Citroën C Crosser en de Peugeot 4007.

De terreinwagens worden in Zeebrugge gelost bij ICO, die in opdracht van Gefco na aankomst ook de vloermatjes en de handleidingen in de auto's zal leggen.

Gefco neemt zelf de douaneformaliteiten voor zijn rekening en zal na een kwaliteitscontrole de auto's zo snel mogelijk doorvoeren naar de verschillende distributiecentra van de groep in Europa.

Palma de Mallorca

Door : Frank Haalmeijer

Nu de weersomstandigheden behoorlijk aan het verslechteren zijn in de Nederlandse wateren, wat overigens bij het jaargetijde hoort, is het best wel aangenaam terug te denken aan de temperaturen en blauwe luchten, die doorgaans in Palma de Mallorca te bewonderen zijn.



Een opvallend lange ro-ro-ferry lag gemeerd in het commerciële deel van de haven. Dichterbij gekomen bleek het de **URSINE** van Cobelfret te zijn. Toevallig kwam dit schip al op een foto voor in de Shipping News 259 in de Rotterdamse haven. Vanaf de bakboordskant is het alleen maar lang om te zien, maar aan stuurboord is de kleurrijke schoorsteen van Cobelfret beter voor de herkenning. Zoals al omschreven in de SN259 gaat het om de voormalige **BRITTA ODEN**, die welbekend is in onze streken. Ze werd gebouwd in 1978 (IMO nr 7800746) en bleef varen onder die naam tot 1988. Een charter van 10 jaar gaf haar de naam **TOR SCANDIA**. In 1998 kreeg ze de oude naam **BRITTA ODEN** weer terug. Sedert 19 juni 2006 is Waterways SA (Euroship Services) in Antwerpen, België de eigenaar en heeft ze de naam **URSINE**.



Een andere ferry op die dag in Palma was een ferry, waar ik niet de gelegenheid kreeg om dichterbij te komen vanwege het snelle vertrek. Net kon ik nog de naam **CELTIC** lezen, maar er stond wat achter. Het bleek later om de **CELTIC MIST** (IMO nr 8311895) te gaan. Dit schip werd gebouwd in 1987 in Wismar bij VEB Mathias-Thesen-Werft (bwnr 322) als **KLAYPEDA**. Hiervan werden nog 4 zusterschepen gebouwd. Ze voer tot 2006 tussen Klaypeda en Mukran in de Baltic, daarna op 7 mei in Klaypeda (Lithouwen) herdoopt in **CELTIC MIST**. Nu is ze regelmatig te vinden in de Mediterrane wateren, zoals hier in Palma de Mallorca. **Tot de volgende keer in Palma!**

RUE/Simon Møkster Shipping order second vessel

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Norwegian naval architects Multi-Maritime have announced that Riise Underwater Engineering (RUE) and Simon Møkster Shipping have ordered a second Multi Maritime-designed multi-purpose offshore vessel. The vessel will be built at Westcon in Ølen, Norway (the yard's newbuilding number 33).

The new design, designated MM 73 MSV, is 7.2m longer than the MM 66 MSV design which Multi Maritime developed in close cooperation with RUE. Said Multi-Maritime: "The main focus in the design process has been to create cost effective and highly versatile DP 2 vessel. The main areas of operation will be air/nitrox diving, ROV operations and module handling."

The main features of the new MM73 MSV include an active heave compensated 60 tonne knuckleboom crane, optimally positioned in the midships area with a range over the port and starboard sides and stern of the vessel; and a Module Handling System (MHS) capable of handling subsea modules up to 30 tonnes over the port side, via a horizontal and vertical cursor arrangement with ship-integrated overboarding cursor rail system.

The vessel is designed to operate two work ROVs, in addition to one observation ROV, simultaneously, from the side hatches in the hangar. The design also includes an aft slipway for SPM hose maintenance and cable laying.

The design will be a DP 2 vessel, with accommodation for 70, and two large cargo holds below deck.



The whole sheerlegs fleet of Bonn & Mees (that Company exists 120 years next month!), **Matador**, **Matador 2** & **Matador 3** was needed and some extra help of sheerlegs **GPS Apollo** to lift the heaviest inland barge with a length of 135 meters from the pontoon **Sainty 5**.

Photo: Hans de Jong

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DREDGER ABUL ARRIVED IN PAKISTAN

Hopper dredger "**ABUL**" procured by the Karachi Port Trust (KPT) at a cost of 51 million Euros from the Netherlands arrived at the port on Tuesday. KPT Chairman Vice-Admiral Ahmad Hayat and other officers received the trailer suction hopper dredger, which sailed for 32 days to reach its destination.

The 104.4-metre-long and 20-metre-wide dredger has two 550-kilowatt in-built jet pump motors, 110 jet nozzles and two 3,100-kilowatt engines. Dutch experts would train local workers in operating **ABUL** for a year under a contract.

Admiral Hayat told newsmen that dredging would have cost KPT at Rs600 per cbm but after procuring the dredger, it would cost Rs300 per cubic metre. The KPT would also save foreign exchange by carrying out dredging by itself instead of getting it done by some foreign firm, he added.

He said the present depth of Karachi port's different channels at sector 1, 2 and 3 would be deepened with this dredger, which would also be used in capital dredging along with some more dredgers to be hired for the purpose.

"We would also build new berths and repair the old ones with the dredger," he said, adding that repair work on fallen berths would commence within 10 days for which contracts had been awarded to a Korean firm **Source : Imran Farooq**



The tug **GROENLAND** seen at the Westerscheld
Photo : Henk de Winde ©

Seacconnect Offers New Feeder Service

The shipping company SEACONNECT, located in Klaipeda, Lithuania, offers a new feeder service from Hamburg to St. Petersburg. Every five days the two feeder ships Betsy S and Cartagena call at the container terminals Burchardkai, Altenwerder and/or Tollerort of the Hamburger Hafen und Logistik AG (HHLA) or at the container terminal Hamburg of Eurogate. In St. Petersburg loading and unloading takes place at the Northern Wharf Russmarine Terminal and at the Petrolsport (PLP) Terminal. The port of St. Petersburg is the largest and most important Russian port at the Baltic Sea. The first departure from Hamburg took place with the feeder ship **Smaragden** on August 7, 2007. The shipping agent is Ernst Glässel GmbH & Co KG, Hamburg and Bremen. In 2006 sea borne container transport between the Port of Hamburg and Russia increased by 42 percent. With container handling figures up to approximately 600,000 TEU, the Port of Hamburg continued to develop its market share as the leading transit hub for Russia's foreign maritime trade. **Source : MarineLink**

REQUEST

Who of the readers is able to help somebody on a picture or information of the **PORTGWARRA**, build in 1914 , This British steamship ran aground and foundered 11 miles W.S.W. of the Maas lightship on December 31st, 1921, while on a voyage from Blyth to Rotterdam carrying a cargo of coal.
Your Help is appreciated !!!



GASCHEM HUNTE seen Augusta bay (Sicily)

Photo : Lennert Teerling ©

MSC direct naar Lagos

MSC voegt rechtstreekse aanlopen in Nigeria toe aan haar dienst tussen Europa en West-Afrika. De rederij zal de drie havens Lagos, Apapa en Tin Can Island aandoen met ingang van 21 november. MSC bediende West-Afrika vroeger alleen met transhipments vanuit Las Palmas, maar begon een jaar geleden al directe aanlopen op de havens Tema en Abidjan. De containerrederij vaart tussen Europa en West-Afrika met vijf schepen van tussen de 2.000 en 2.500 teu.

Source : Nieuwsblad transport

MOVEMENTS



The **TRANSSHELF** seen in Rotterdam (Waalhaven) - Photo : Johan Henrici ©

Verwachte E.T.A. tijden aan de Maascenter:

15-11 09:00 Zhizhgin voor de Parkkade

15-11 10:00 Ikar voor Dordt

15-11 12:00 Akhtiar met de sleep Fresena Sailor voor Damen Eemhaven



The **SMIT JAPAN** seen assisting the **ZUMA** in Rotterdam – Europoort

Photo : Wil Kik ©



The **QUEEN ELIZABETH II** departed last weekend from Southampton bound for Lisbon, in continuation the liner was spotted in the Mediterranean enroute to Palermo (Sicily)

Photo : Crew Solitaire ©

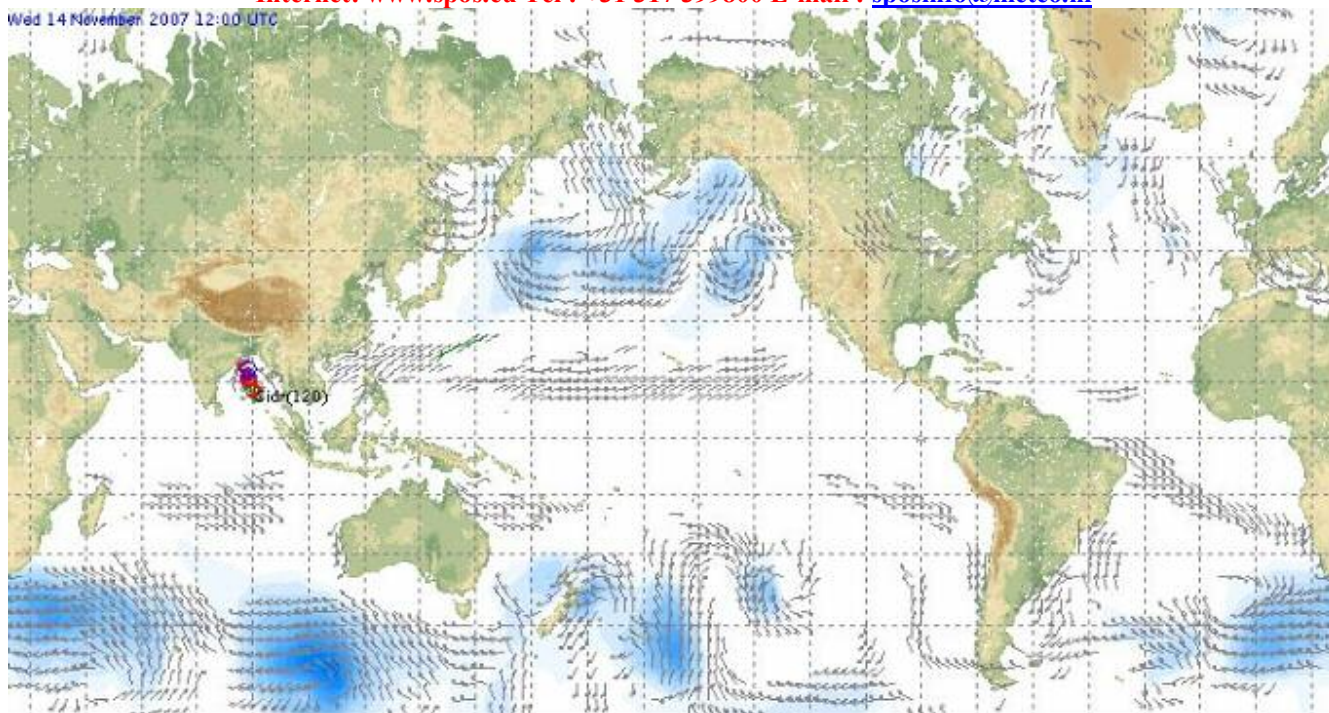
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY

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The Safety Range vessel **SMIT WEY** seen in Portland - **Photo : Piet Sinke ©**

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