

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 300



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

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The SEA LYNX seen enroute Rotterdam

Photo : Piet Sinke ©

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EVENTS, INCIDENTS & OPERATIONS



The **MAERSK SHIPPER** seen in the port of Tema (Ghana)

Photo ; Gijs Dijkdrenth ©

Yarmouth coastguard assist lost and stranded fishermen

At approximately ten to five December 22nd , Yarmouth Coastguard received a 999 call from two people on board a fifteen foot angling boat which had suffered engine failure.

They had attempted to row back to shore, but in doing so, lost both oars overboard, leaving them drifting in temperatures of less than 5 degrees Celsius. The Mablethorpe RNLi Inshore Lifeboat were requested to launch, and

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the Chapel St Leonards Coastguard Rescue Team called to assist in the search for the vessel, which was unsure of its position and had no navigational aids or lights on board.

Attempts to put the vessel in contact with the Lifeboat were unsuccessful, although the vessel was eventually located by the lifeboat after some 30 minutes searching close inshore. The two occupants were safely returned to shore, where one received precautionary medical attention.

Christina Martyn, Watch Manager said: "The craft in question was only 500m offshore when this incident happened, yet these men were lucky to be found as quickly as they were in view of the poor light conditions and their lack of communications with anybody else. A mobile phone is not reliable enough at sea to stake your life on, no matter how far out you are planning on going." **Source : Maritime and Coastguard Agency**

Loodswezen onder streng toezicht

Het loodswezen komt onder streng toezicht te staan van de Nederlandse Mededingingsautoriteit (NMa).



De **CORALWATER** word afgehaald op Maaspilot station

Foto : Piet Sinke ©

De NMa gaat zich bemoeien met de prijsvorming om een juiste prijs- en kwaliteitverhouding in de loodsdienstverlening te creëren. De NMa bekijkt daarbij of het loodswezen efficiënt genoeg werkt en stelt jaarlijks de loodsgeldtarieven vast. Dat is vastgelegd in de Wet markttoezicht registerloodsen. Die is na jarenlang onderhandelen tot stand gekomen. Er geldt een overgangperiode tot 2019. Daarna wordt opnieuw bekeken hoe het loodswezen het beste kan worden georganiseerd. De maatregel wordt genomen, vanwege financiële perikelen binnen het loodswezen. Die hebben te maken met de financiering van het prepensioen en een onderling systeem om verliezen af te dekken.

Life At Sea Discussed

Shipping Industry representatives have met in Limassol to discuss the challenges faced by people who choose to pursue a life at sea. The meeting explored issues such as the opportunities afforded to seafarers to participate in public affairs – even through exercising their right to vote – gender and racial equality, as well as job security and incentives.

The meeting, jointly organised by the EU's Europe for Citizens Programme 2007-13 and the Panhellenic Union of Commercial Shipping Captains (PEPEN), took place on Monday (17 Dec) at a Limassol hotel. The project aims to explore the contribution of seafarers to European action on equality, as well as implement action on bringing more equality to the shipping sector.

"No sailor will let his child follow this profession. It is just too difficult. Most people who take up this profession eventually abandon it for a job on dry land. It is a matter of incentives and working conditions," said Captain Theodoulos Demetriou.

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The meeting's participants discussed ways of attracting more young people to the profession by tackling problems such as job security, social security provision and better wages. A burning issue, at present, is the social security provision for European seafarers. The issue is due to be discussed at EU level. However, Europe's seafarers do not even have an organised trade union to represent their cause.

A life at sea may be difficult for a man, but it seems to be almost impossible to lead for a woman. Participants' comments at Monday's meeting revealed the reluctance on the part of the sector to accept women seafarers as equal. "There are many difficulties for women seafarers. In short, this is not a profession for women. The two sexes may have equal worth, but they are not equal in everything. Women do not have the same physical strength as men do," said Captain Demetriou.

"The problem with women has nothing to do with body, or strength, or ability. Women who work in ships usually perform better than men. The problem is that when I invest in a cadet, I want to invest long-term. However, once women have babies, they stop working at sea," said Captain Ioannis Rizeakos of PEPEN.

Monday's meeting at Limassol was the second for the group, set up to implement an EU Project, 'Seafarers in Europe-Action Towards Equality'. Following the completion of a series of focus-groups to discuss issues, a guide book will be drafted, to present project findings. **Source : ShipTalk**



Sunrise over Rotterdam-Europoort seen from the pilot cutter **PERSEUS**

Photo : Piet Sinke ©



Inexperienced navigator was on watch at time of Alaska ship's grounding

A small cruise ship that ran aground last spring did so under the watch of a 22-year-old navigator fresh out of a maritime academy with no formal knowledge of Alaska waters, according to federal investigators.

The National Transportation Safety Board released a preliminary report Friday on the May 14 accident involving the riverboat-style **Empress of the North** about 40 kilometres southwest of Juneau. The ship, which was on the second day of a seven-day cruise, hit the submerged portion of a charted rock, then drifted a few kilometres from the shoal.

The grounding forced the evacuation of 206 passengers, ripped several holes in the ship's hull and damaged one of the propellers used in steering the ship. One the ship's new employees took over as navigator about 36 hours after embarking on his first voyage with the ship owned by Seattle-based Majestic America Line, the NTSB report said.

Marino Cattiotti was assigned a four-hour watch to run through 4 a.m. because another navigator was ill, the report said. Cattiotti told investigators he was not familiar with the ship's route, had received no training on that cruise ship nor had he participated in any drills aboard the ship.

Investigators also interviewed six of Cattiotti's instructors at the California Maritime Academy, where the crew member earned a bachelor's degree in marine transportation. The report said the instructors "believe that, in general, placing a recent graduate of the school with no watch experience outside of a training environment, on watch, at night, in pilotage waters, in an unfamiliar vessel, without any additional preparation and/or supervision, was imprudent."

The report contained no conclusions. A final report could take another six to eight months, an NTSB spokesman said.

Tom Batchelor, the navigator's lawyer, said he had not seen the report and declined to comment. A company spokeswoman said Majestic America Line could not comment because the investigation remains open.

Source : Canoe

KNRM vijf uur bezig met evacuatie schip

De reddingsboot **Zeemanshoop** uit Breskens is donderdagavond uitgevaren voor een zogeheten medische evacuatie; kortweg medevac.



Rond 22.55 uur was gemeld dat aan boord van de ferry **Pride of Brugge** een vrouw was met een mogelijke maagbloeding. Omdat er geen helikopter kon worden ingezet, voer de reddingsboot met spoed uit richting het schip, dat op dat moment tussen Zeebrugge en Engeland voer.

Via de Kustwacht werd ook de ambulancedienst gewaarschuwd. Nabij de Westpitboei werden opstappers en ambulancemedewerkers aan boord van het schip gebracht. De patiënt werd gestabiliseerd en vervolgens aan boord van de reddingsboot gebracht.

De Engelse patiënt en haar man

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werden vervolgens met de boot overgebracht naar de Visserijhaven in Oostende. Daar stond een Belgische ambulance klaar. De vrouw is vervolgens per ambulance naar het ziekenhuis in Knokke gebracht. Rond 04.00 uur was de **Zeemanshoop** weer terug op station.



HAPAG's **PARANAGUA EXPRESS** seen enroute Rotterdam
Photo : Piet Sinke ©

Search resumes for tug skipper

Police divers are searching for the body of the skipper of a tug boat which capsized in heavy fog, claiming the lives of two other sailors. **Stephen Humphreys**, 33, from Greenock, is still missing, presumed dead, but the bodies of **Robert Cameron** and **Eric Blackley** have been recovered from the River Clyde.

Mr **Cameron**, 65, from Houston, Renfrewshire, was found on Friday evening and Mr **Blackley**, 57, from Gourock, was recovered from the sunken vessel on Saturday morning. Mr **Cameron** worked as an engineer on the **Flying Phantom**. His wife, Linda and daughters, Lorna and Helen, said: "Bob was a much loved husband, dad and papa, and his loss, particularly at this time of year, is deeply felt.

"We love and miss him and take comfort that he has now been returned to us." Mr **Blackley's** family said: "Eric was a much loved husband and father and we are deeply saddened with the events of this tragic accident." Both families also expressed their condolences to **Mr Humphreys'** family.

Clyde Coastguard said the search for Mr **Humphreys** would continue on Sunday morning, weather permitting.

A fourth crew member, **Brian Aitchison**, 37, from Coldingham in the Scottish Borders, was rescued by a passing boat as he swam towards shore after the tug sank. **Source : The Press Association**

JOHN HERREBOUT MET PRE-PENSIOEN



Hier gebeurde het allemaal de laatste 35 jaar aan de oevers van de Westerschelde bij mooi weer, storm en mist, het gewone sleepwerk alsook de aanvaringen, strandingen en allerhande calamiteiten, en dat is nooit saai geweest !

Ik ga gebruik maken van mijn pre-pensioen (62 jaar) en stop per 1-1-2008 als werkleider sleepdienst

Bij deze wens ik iedereen het beste en bedankt voor de prettige samenwerking en de mooie tijd die ik hier mocht beleven.

Centrale Sleepdiensten Vlissingen, Terneuzen en Gent

John Herrebout

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Containerschip in problemen op Schelde

Het 99 meter lange containerschip **Novitas H** is zaterdagmorgen vroeg in problemen geraakt op de Westerschelde.



NOVITAS-H - foto : Willem Kruit ©

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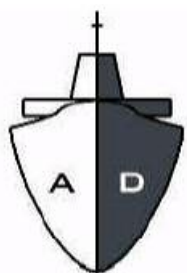
Het schip kreeg op de drukbevaren route naar Antwerpen te kampen met machineproblemen. De sleepboten **Multratrug 10** en **Bravo** voeren daarop uit om het schip veilig naar de haven van Hansweert te brengen.

Het was overigens niet de eerste keer dat de **Novitas H.** op de Zeeuwse wateren in problemen kwam. Eind april 2005 kampte het schip ook al met machineproblemen. Toen moest het schip vanaf de Deurloo met twee sleepboten naar Antwerpen worden gebracht.

NAVY NEWS

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The guided-missile destroyer **USS John Paul Jones (DDG 53)** sits pier-side, ready for a judging panel's inspection during the 2007 holiday ship decoration contest. Ships and shore commands were judged on four criteria: degree of difficulty, originality of display, holiday spirit and creativity.

Design flaw loses HMNZS Canterbury lifeboat

The Navy's problem-plagued new ship **HMNZS Canterbury** lost one of its rescue boats overboard because of a design problem that was apparent even before the ship was built.

But the Navy was not told of the risk until just three weeks before it took delivery of the 9000-tonne multi-role ship.

A court of inquiry into the loss of a rigid-hulled inflatable boat during a storm in the Bay of Plenty in July reveals it was torn from its mooring when a wave crashed into the ship.

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The inquiry says another inflatable boat was damaged in the same storm. The loss and damage, estimated to cost \$305,000, is the subject of a warranty claim to the shipbuilder.

The inquiry says the boats were swamped and damaged in rough seas on two previous open-sea voyages - while the ship was being delivered to Melbourne and on its first passage to Lyttelton.

Immediate action is needed to reduce the high to extreme risk to the boats, the report says. Options include closing the alcoves, or stowing the boats in a less vulnerable location on the ship. Eliminating the risk "will require significant design and constructive work".

The report says the risk was well-known and documented during tank testing.

"Both incidents occurred as a direct result of the design of the ship. The alcove position relatively close to the water line combined with the roll characteristics resulted in the ingress of a significant amount of seawater which had sufficient force to rip the rigged-hull inflatable boats out of their stowage."

The alcoves are 3.3 metres above the waterline but waves during the July 10 storm were over six metres. Defence Minister Phil Goff has called for a review of the purchase and introduction of the **Canterbury**.

The Crown Law Office had also been asked to assess whether there were any questions of liability.

Another inquiry into the death of Able Seaman Byron Solomon, who died on October 5 when an inflatable boat capsized alongside the **Canterbury**, is due to be reported early next year. **Source : Stuff.co.nz**



The **ex FEARLESS** arrived finally at the breakers in Gent, above seen the docklandingship in the locks at Terneuzen enroute Gent

Photo : Richard Wisse ©

Navy Modernizes Amphibious Ships and Hovercraft

Invisible to approximately 5,000 people witnessing the **USS Mesa Verde (LPD 19)** commissioning ceremony, Dec. 15, a newly modernized landing craft air cushion (**LCAC**) 39 sat certified and ready for transport within the well deck of the Navy's newest amphibious ship. Mesa Verde had already finished its requisite LCAC certification Dec. 7, which qualify the ship to recover an LCAC and embark on the ship's mission of transporting Marines, their supplies, and equipment, according to Naval Surface Warfare Center (NSWC) Panama City Division Project Engineer Rhett Plash. Plash works with NSWC PCD LCAC in-service engineering activity and operations.

"We're actually a part of the team that performs well deck certifications," Plash said. Plash called it a "lift of opportunity," putting **LCAC 39** aboard the **Mesa Verde** to be ferried to the hovercraft's home-port destination, Assault Craft Unit Four (ACU) 4 located at Naval Amphibious Base Little Creek, Norfolk. The LCAC had also recently undergone required acceptance testing to verify it was upgraded and ready to release to the fleet, according to NSWC PCD Electrical Engineer, Ivan Lugo. "We are responsible for the LCAC service life extension program (SLEP)," Lugo said, adding that NSWC PCD provides design, development, and integration for LCAC equipment and software. Lugo said the current SLEP is structured to extend the service of the LCAC to the year 2025. The fact that both platforms, Mesa Verde and LCAC 39, are modernized with cutting-edge technology and scheduled for entry into active Navy service contributed to a "satisfying and unique situation," according to members from ACU-4. "**Mesa Verde** is the newest way to fight today's kind of war; and, the new SLEP LCACs are modernized to do the same," said Hull Technician 2nd Class Jacob Peterson, ACU-4. "So, married together, we can do that job even better because of the technological improvements that have been incorporated into both platforms." The LCAC's improvements extend to both performance and comfort according to ACU-4's Craftmaster, Chief Postal Clerk (SW) Charles Moore. "Not only has air-conditioning been added to our LCAC command modules, but we've gone to the LED screens and LED keyboards, which don't generate as much heat as the old Cathode Ray Tubes and the bulb-type indicators did," Moore said. Design improvements to both LCAC and Mesa Verde have made life much better for everyone working with LCAC operations. According to the Sailors, the Navy's attention to their quality of life and work environments is aptly appreciated. **Source : MarineLink**



A **CH-53 SEA STALLION** helicopter seen hovering over the stern of the 1993 built **LHD 3 KEARSARGE** off Dubai
Photo : Crew Volvox Terranova ©

Russia to put new nuke submarine in service in 2008

Russia will put its strategic nuclear submarine Yury Dolgoruky, fitted with the new Bulava missile system, in service in 2008, the chief of armaments said on Saturday.

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"Of course, we'll absolutely get it in 2008," Gen. of the Army Nikolai Makarov, who is also a deputy defense minister, told reporters.

"At the moment, routine tests are under way, they are finishing," he said. **Source : Interfax**

SHIPYARD NEWS

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BREYDEL LAUNCHED



At the IHC – Kinderdijk yard the TSVD **BREYDEL** was launched last Saturday .

Photo's : Gerit Groshart ©



More Than Just People

The Philippines is now the No. 4 shipbuilding country in the world.

Thus enthused President Gloria Macapagal-Arroyo when she received the chairman of a Greek shipping company who paid a courtesy call on her to propose the creation of a Philippine shipping company in cooperation with the Aboitizes.

The President also revealed to Basil Ph Papachristidis of Hellespont that three shipbuilding companies have since set up shop in the Philippines – the first with a 700-million dollar investment, followed by Hanjin with 6 billion dollars; and the latest locator with 1.9 billion dollars in investments, and which just signed a lease agreement for a piece of land in Mindanao.

The Hellespont executive was accompanied to the Palace by Endika Aboitiz who said Hellespont wants to set up shop in the Philippines because the shipping company prefers Filipino seamen. Aboitiz revealed that the Philippines has become the “largest seafaring nation in the world,” with some **250,000 Filipino seamen** making up 22 percent of the total ship crew worldwide.

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Still, Aboitiz said the shipping industry would like to seek the help of the President in getting the Filipino youth to become seamen, what with the exodus to the Information Technology (IT) profession with the popularity of call centers in the country.

The Aboitiz Group of Companies is itself celebrating its hundredth year in business today. Starting in 1907 with one ship dubbed "Picket" that transported hemp for trading across the Philippine islands, the Aboitiz family business has since "developed into a total transport solutions enterprise" moving passengers and cargo.

In 1975, Aboitiz pioneered containerization in the Philippines, offering door-to-door services. By 1981, Aboitiz Air became the first all-cargo airline in the country, and later added its Superferries line in 1990. **Source : ShipTalk**



The DAMEN 800 TEU design container feeder **EUCON LEADER** seen at Maaspilot station

Photo : Piet Sinke ©

Northrop Grumman Awarded \$1 Billion Contract to Build Ninth San Antonio-Class Ship



Northrop Grumman Corporation received a \$1 billion U.S. Navy shipbuilding contract to build a ninth **San Antonio** (LPD 17)-class ship. This 47-month, fixed-price incentive contract modification provides funding to finish design and begin construction on the new amphibious transport dock ship, **Somerset (LPD 25)**.

The contract continues momentum in amphibious shipbuilding for Northrop Grumman, which commissioned its third LPD 17-class ship **Mesa Verde (LPD 19)** last Saturday in Panama City. **New York (LPD 21)** launched this week and will be christened March 1 in New Orleans.

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Coupled with the advance procurement contract funded for LPD 25 in November 2006, the total contract is valued at more than \$1.2 billion.

“These sophisticated expeditionary ships align with our nation's current National Maritime Strategy, and it is imperative our sailors and Marines receive the best we have to offer,” said Philip Teel, corporate vice president and president of Northrop Grumman's Ship Systems sector. “We continue to be devoted to building affordable ships of the highest quality. The LPD program will not only maintain this standard, but it will set the bar for other classes to follow.”

The name **Somerset** honors the county in Pennsylvania where United Airlines Flight 93 crashed on Sept. 11, 2001, after courageous passengers stormed the cockpit in an attempt to regain control from the terrorists onboard. Their actions prevented the airplane from reaching its destination and inflicting further casualties and damage, and the heroic sacrifice of these 40 passengers and crew rallied and inspired the nation.

The **San Antonio-class** ships, 684 feet long and 105 feet wide, will replace the functions of the LPD 4, LSD 36, LKA 113 and LST 1179 amphibious ship classes. The **San Antonio-class** ships afford the Navy's Expeditionary Strike Group with the technology and flexibility to launch and recover two amphibious Landing Craft, Air Cushions (LCAC), operate an array of rotary-wing aircraft and carry and launch 14 Marine Corps Expeditionary Fighting Vehicles.

Technological and design advances in the LPD 17 class provide benefits such as enhanced survivability, state-of-the-art command and control, modernized weapons stations and enhanced ergonomics, which greatly improve quality of life at sea for sailors and Marines. This includes “sit-up” berths that allow occupants to sleep horizontally or sit up vertically to read or write. Each berth also has 40 percent more storage space than other ship type berths.

The ship will have a crew of 360 officers and enlisted Navy personnel and is capable of embarking a landing force of up to 800 Marines. It has a navigational draft of 23 feet and displaces approximately 25,000 tons. Four turbo-charged diesels power the ship to sustained speeds of 22 knots.

Northrop Grumman Corporation is a \$30 billion global defense and technology company whose 122,000 employees provide innovative systems, products, and solutions in information and services, electronics, aerospace and shipbuilding to government and commercial customers worldwide.

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The TS/D **ROTTERDAM** seen in the Persian Gulf
Photo : Crew Volvox Terranova ©

Ferry firm faces £50K claim for jetty shunt

CONDOR could face a hefty bill after **Commodore Clipper** damaged the New Jetty, it emerged yesterday. One of the piles that has just been repaired is now badly buckled, with large chunks of concrete missing from two places. It appears that while docking in strong winds on Monday night the Clipper hit one of the fenders at No. 2 Berth on the wrong side. The fender rebounded, damaging the pile.

The accident occurred only a week after Condor's other freight ship, the **Commodore Goodwill**, hit the breakwater in Jersey. Condor Channel Islands general manager Yan Milner said 40-knot south-easterly winds had blown the Clipper offline as its skipper attempted to slide against the fenders, which protect the New Jetty, and dock. 'We are only talking about three or four inches offline but once the boat is caught by the wind, it's a bit more difficult to put the brakes on than it is in a car.'

'Normally you get prevailing westerly winds, but on Monday it was blowing south-easterly straight into the harbour, which is quite unusual.' The smash also snapped off the shackle at the end of the restraining chain connected to the fender, while the top of the third fender itself is sporting an obvious scratch from where the Clipper collided. The ship suffered damage only to its paintwork and remains in service. Public Services minister Bill Bell said the initial estimate for repairing the damage to the jetty was between £25,000 and £50,000, but that might increase after engineers had inspected it.

Deputy Bell said it was unfortunate the accident happened considering the piles had just been repaired. However, he expects Condor to pay. 'The person who causes the damage is responsible through its insurers to pay for the repairs, but these things happen when you get gale-force conditions.' Harbour master Captain Peter Gill said the engineers were scheduled to look at the pile today.

Temporary repairs had been made to the fender and the berth had remained in use. 'She swung into the fender at exactly the wrong moment,' said Captain Gill. 'An investigation is ongoing and once the surveyors have looked at it, we will decide whether any further action has to be taken.' There are four fenders as well as a turning dolphin to help ships dock as they are reversed towards the ramp at No. 2 berth.

Ships slide against the fenders, which are connected to rubber mountings. The rubbers allow the fenders to move between the ship and jetty. Capt. Gill said he had not experienced a similar accident to this one in his two-and-a-half years as harbour master, but Mr Milner recalled similar incidents when British Channel Islands Ferries used to operate.
Source : Guernsey Press and Star

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The **SEAPOWET** seen at the Westerscheldt River

Photo : www.tugspotters.com ©

Green Pin®				www.vanbeest.nl
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The **EXPLORER** of DOCKWISE seen in Rotterdam-Waalhaven

Photo : **Pascal Minjon** ©

More Ferries Ordered

The San Francisco Bay Area Water Transit Authority ordered two more passenger ferries, continuing its mission of expanding ferry service in the San Francisco Bay area, using ferries that are 10 times cleaner than the existing vessels in the bay. The new ferries, each with a capacity of 199 passengers and capable of speeds up to 25 knots will be built by Kvichak Marine Industries, Inc. in Seattle Washington. In the past year, WTA has awarded four new vessel contracts, more than have been built for the Bay Area in the previous 10 years.

Charlene Haught-Johnson, President of the WTA Board of Directors, is pleased with WTA's progress. "We already have two vessels under construction in Seattle, Washington that are planned for late 2008 delivery. With two more vessels expected in 2009 we are well on our way to delivering on our promise to put 10 new ferry boats into service on the bay to increase transit options for bay area commuters."

WTA's vessels will be put into service on either the new South San Francisco ferry route, scheduled for early 2009 or the Berkeley/Albany route, scheduled for 2010/2011. The vessels will also be available as spare vessels for emergency response in case of temporary disruption of transit service or damage to the Bay Area highways and bridges. Together the ferries will cost \$18.4 million with funding from Regional Measure 2 (bridge tolls) and federal dollars. **Source :** [MarineLink](#)

Singapore to spend 1.4 billion US dollars to expand port

Singapore is set to spend two billion dollars (1.41 billion US) to increase its port's annual capacity by about 40 percent, a newspaper reported Saturday.

Singapore is set to spend two billion dollars (1.41 billion US) to increase its port's annual capacity by about 40 percent, a newspaper reported Saturday.

The project is scheduled for completion by 2013 and is expected to allow Singapore's port to handle higher volumes from increased global trade, the Straits Times reported.

The expansion will add 16 berths to the Pasir Panjang terminal, increasing its annual handling capacity to 14 million standard containers, the Maritime and Port Authority of Singapore said in the report.

Singapore is one of the busiest container ports in the world.

The city-state's port operator PSA said in September that it had invested five billion Singapore dollars over the last 10 years to develop 26 berths at Pasir Panjang terminal by 2009.

That project would boost annual handling capacity across PSA's four Singapore terminals to 35 million containers.

Kuah Boon Wee, chief executive of PSA for Southeast Asia and Singapore, told the Straits Times in June Shanghai is set to overtake Singapore as the world's busiest port in 2008 on the back of China's continued stellar economic growth.

In the first eight months of the year, PSA handled 17.8 million TEUs (20-foot equivalent units), up 13.7 percent over the last year. PSA Singapore Terminals is the flagship terminal of PSA International which is owned by state-linked Singapore investment firm Temasek Holdings. **Source : Turkish Press**



Dockwise **EXPLORER** departed from Rotterdam after loading an inland water passenger vessel
Photo : Bert Bot ©

MOVEMENTS



The tug **SCAPINO** departed with the Damen Combifreighter casco NB 9389 named '**Christina G**' from Kherson towards Harlingen.

Photo : via Herbert Westerwal - WESTCOASTING

OLDIE – FROM THE SHOEBOX

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Old postcard of the Fishing port of IJmuiden during period 1947-1951

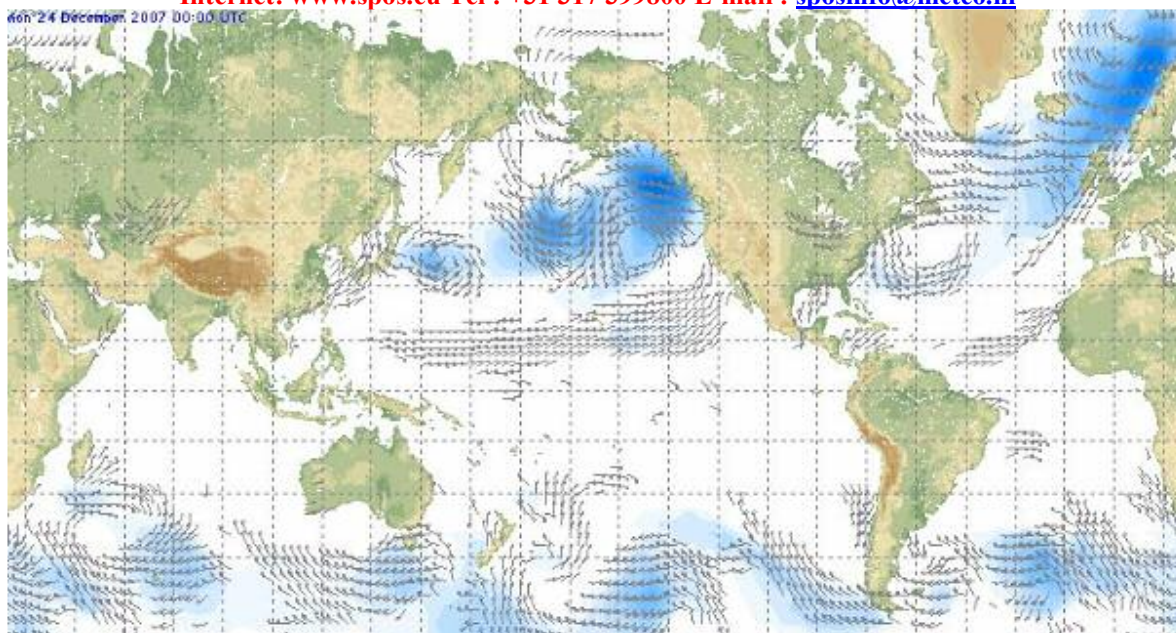
Photo : Collection John Kooijman – Curacao

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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 TSHD **BREYDEL** seen ready to be launched into her element at the IHC-Kinderdijk yard

Photo : **Gerrit Groshart** ©

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