

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 019



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The tug UTHUKELA seen assisting the JO BETULA in the port of Durban

Photo : Pieter Dekker ©

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EVENTS, INCIDENTS & OPERATIONS



Beautiful photo made from HAL's **ROTTERDAM** when sailing through the Lemaire Channel at Antarctica, with visible
on her starboard bow the **CLIPPER ADVENTURER**.

Photo : Hans Dernison – Rotterdam ©

Kustwacht onderschept Go-fast ter hoogte van Vaersenbaai Curaçao

De Kustwacht voor de Nederlandse Antillen en Aruba heeft vrijdagavond 19 januari, ter hoogte van Vaersenbaai Curaçao een Go-fast met 2 personen aangehouden. Deze twee personen worden verdacht van het mogelijk aan land brengen van verdovende middelen.



De Kustwacht ontdekte vrijdagavond tijdens een patrouille rond 23.00 uur een verdachte Go-fast op ongeveer 4.5 zeemijl ten zuiden van Vaersenbaai Curaçao. De opvarenden, twee mannen werden aangehouden. Aan boord werden er geen verdovende middelen aangetroffen. De Go-fast is naar de Marine Basis te Parera gesleept en de mannen werden overgedragen aan de Politie.



Superferry bomb plotter killed

The extremist who plotted several high-profile terror attacks in the Philippines, including the **Superferry 14** blast and fire in February 2004, has been killed. Since the **Superferry 14** incident, in which 100 passengers died, maritime authorities have tightened domestic shipping security, leading to the launching of the present system of sea marshals on board ships and at ports. The Armed Forces of the Philippines (AFP) yesterday confirmed to the media that Abu Solaiman, a senior leader of the extremist Abu Sayyaf group, was killed in an encounter with military operatives in Sulu on 16 January. His identity was also confirmed with technical help from US forces in Sulu. Solaiman, whose real name

was Jainal Antal Sali, was said to be Abu Sayyaf's logistics and supply officer. He has been named as responsible for the kidnapping of 20 people from the Dos Palmas Resort in Palawan in May 2001, and for engineering the simultaneous Valentine's Day bombings in General Santos, Davao and Makati in 2005, the bombing of Awang Airport in Maguindanao in 2003, the bomb attacks in Zamboanga City in 2002, and the taking of 200 civilian hostages in Basilan. In the **Superferry 14** case, Solaiman admitted knowing the Abu Sayyaf passenger, ticket number and the bunk where the bomb was reportedly placed.

Schepen Rotterdam hervatten strijd tegen olie



In de Rotterdamse haven zijn schepen van Rijkswaterstaat en het Havenbedrijf zaterdagochtend verder gegaan met het opruimen van de olie, die donderdag tijdens de storm in het water terecht kwam. Volgens een woordvoerder van het Havenbedrijf is de 8e Petroleumhaven nog steeds afgesloten voor schepen. Andere delen van de haven waar olie ligt, zijn wel open.

Links : Olie in de Berghaven van Hoek van Holland

Foto : Huib de Geus ©

Het opruimen betreft in eerste instantie de olieslierten, die op het water van het Beerkanaal, de

Europahaven en bij het Calandkanaal liggen. Schepen die door het gebied varen, krijgen een inspectie. Als er olie op de romp zit, spuiten de bestrijdingsvaartuigen die er met een hogedrukspuit af en zuigen ze die meteen van het water op. De grootste en geïsoleerde olievlek in de 8e Petroleumhaven wordt later opgeruimd.



De **ARCA** aan het olieruimen in de Europoort – Photo : Frans Bausch ©

CDC boards QE2 after outbreak

The **QE2**, just days into a voyage around the globe, began coping with an outbreak of norovirus that prompted the Centers for Disease Control and Prevention to dispatch an investigative team to board the vessel.

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The **Queen Elizabeth 2**, the storied ocean liner, suffered an outbreak of norovirus just three days into an around-the-world cruise that departed Southampton, England, on Jan. 2, Cunard Line said Thursday.

The Centers for Disease Control and Prevention, which monitors cruise-ship sanitation, dispatched an epidemiologist and an environmental health officer to Acapulco, Mexico, to board the ship when it arrives there today and investigate the outbreak while riding to the ship's next stop in Los Angeles.

The Atlanta-based CDC said as of Thursday some 262 of the 1,652 passengers on the **QE2**, or 15.9 percent, had developed symptoms of the gastrointestinal illness and 26 of the 1,002 crew members, or 2.6 percent, had taken ill.

The 70,327-ton ship is on a 110-day voyage around the globe. While some passengers take the entire trip, others typically join for one or more legs. The first leg ends in Los Angeles on Jan. 22, Cunard said.

"We immediately elevated sanitation procedures, and I can confirm that the number of [new] cases are significantly declining," said Brian O'Connor, a spokesman for Cunard Line, which operates the ship, and is one of several cruise lines owned by Miami-based Carnival Corp.

"The great news is our efforts to contain it are working," he said. Fourteen people on the **QE2** were in isolation Thursday for gastrointestinal illness, according to Capt. Jaret Ames, acting head of the CDC Vessel Sanitation Program.

Norovirus is a highly contagious sickness that causes vomiting and diarrhea and is second only to the common cold in its prevalence. The bug, which typically lasts one to three days, is unusually hardy and can spread through feces and vomiting, food contamination and by contact with surfaces such as doorknobs and railings.

O'Connor said the ship sailed from Southampton bound for New York in early January and within three days, in the middle of the Atlantic Ocean, passengers began showing symptoms of the illness. He said the ship quickly adopted special procedures, such as stepped-up cleaning and disinfection of public areas, repeated announcements to remind passengers of the outbreak and proper hand-washing procedures.

Sick people also were quarantined, and the ship switched the buffet service so that only crew members serve food instead of allowing passengers to help themselves.

The vessel stopped in Fort Lauderdale Jan. 10 before heading through the Panama Canal.

Cruise ships, which have been suffering a sharp increase in the number of norovirus outbreaks over the past year, have occasionally delayed departures on their next cruises to allow extra time in port for a thorough scrubbing.

However, O'Connor said Cunard doesn't expect it will have to resort to such a cleaning since the number of new cases has dropped in recent days. "Of course, we'll follow whatever recommendation the CDC makes," he added.

O'Connor said none of the passengers have asked to cut short the sailing as a result of the outbreak. The next port of call after Los Angeles is San Francisco; the ship then sails on to Honolulu and the South Pacific.

Messina: third captain to be called

Italian police investigating Monday's collision involving the commuter ferry **Segesta Jet** and the container ship **Susan Borchart** are to question the captain of another ferry. Francesco Donato, the 34-year-old in command of the Caronte & Tourist vessel **Zancle**, is alleged to have indirectly caused the collision by obscuring the sight of the fast ferry. The master of the **Susan Borchart**, the 38-year-old Ukrainian Maksym Poludnjev, will also be questioned. Four members of the **Segesta Jet's** crew were killed when their vessel ran into the containership, the latter's bow crushing the ferry's bridge on the starboard side. More than 80 passengers were reported to have been injured in the incident. The news comes as Italian transport minister Alessandro Bianchi announced he is to launch a thorough review of vessel traffic monitoring on the Strait of Messina, where the incident occurred.

Schip en reddingsboot in problemen bij Urk

Een schip en een reddingsboot zijn zaterdag op het IJsselmeer in de problemen geraakt. Het binnenvaartschip **Orlando** uit Zwolle kreeg tussen Lelystad en Lemmer motorpech, waarna het dreigde te kantelen. Dat heeft een woordvoerder van de Koninklijke Nederlandse Redding Maatschappij zaterdag laten weten.

Uit voorzorg werden de schippersvrouw en haar vier kinderen van boord gehaald om vervolgens naar Urk te worden gebracht. Op weg terug naar het schip vatte één van de motoren van de reddingsboot vlam. Een derde boot moest eraan te pas komen om de reddingsboot, inclusief de vier opvarenden, terug te slepen naar Urk.

Beide schepen zijn in veilige haven beland. Daar stond de brandweer van Urk klaar, maar het vuur in de reddingsboot bleek intussen te zijn gedoofd. De **Orlando** is naar een haven in Lelystad gebracht.

SOUTH AFRICA OPENS NEW RESCUE CENTRE

IMO secretary-general Efthimios E. Mitropoulos has inaugurated a new Maritime Rescue Co ordination Centre (MRCC) in Cape Town, South Africa, during a visit to the country. The IMO said the MRCC filled "another gap in the effective search and rescue coverage along the coast of Africa and out into the Indian and Atlantic Oceans".

The commissioning of the Centre was preceded by the formal signing of a Multilateral Agreement between the Governments of the Comoros, Madagascar, Mozambique and South Africa on the co-ordination of maritime search and rescue services in areas adjacent to their coast.

Mr. Mitropoulos, who unveiled a plaque at the new MRCC alongside South Africa's Transport Minister, Mr. Jeff Radebe, described the centre as "a major step forward for this country and for this region, but also for the maritime and shipping world as a whole and for the international community of seafarers upon whom we all rely so much."



National Sea Rescue's station 15 "**Vodacom Rescuer**" returning to base in Mossel Bay

Photo : Ronny Meyer ©

"Situated at the hub of one of the world's busiest trade routes, on the southern tip of the great continent of Africa, this regional Maritime Rescue Co-ordination Centre will plug one of the remaining gaps in the global search and rescue network and help to put at rest the minds of all those whose work takes them into its area of coverage, whether they

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be deep sea mariners or the 27,000 or more South Africans employed in the fishing industry," he said, adding that, despite its benign name, the Cape of Good Hope frequently exposes seafarers to the extremes of weather and sea conditions.

More than 4,000 ships in transit pass by the Cape of Good Hope every year as they navigate South Africa's coastline of nearly 3000km.

The Cape Town MRCC is equipped with modern facilities and is manned by properly trained personnel. In addition to its primary function, it will also be able to offer training to personnel from the sub-regional Maritime Rescue Sub-Centres (MRSCs) planned to be located in Angola, Comoros, Madagascar, Mozambique and Namibia.

The MRCC, and its subsidiary sub-centres, will cover sea areas extending up to 3,500 nautical miles into the Indian and Atlantic Oceans and to Antarctica in the south.

The regional search and rescue system being put in place around the coasts of Africa is the result of a resolution adopted by the IMO Conference on search and rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS), held in October 2000, in Florence, Italy, proposing the establishment of five sub regional MRCCs in western, southern and eastern parts of Africa, along with 26 sub-centres.

The first MRCC under this initiative, in Mombasa, Kenya, was inaugurated in May 2006, covering the east coast of Africa and out into the Indian Ocean. The Cape Town MRCC covers southern Africa, while three more, in West Africa (in Nigeria, Liberia and Morocco), are currently at the planning stage.

DECISION TAKEN TO BEACH CONTAINER VESSEL

The **MSC NAPOLI** has suffered serious structural failure. The large cracks on both sides of the ship have worsened during the night. The stern of the ship is gradually settling lower in the water and deteriorating.



The forecast is for South West wind veering Westerly 6 to gale 8, occasionally severe gale 9.



Risk assessments have been carried out and continually updated. The priority is to gain as much shelter as possible and keep the vessel in one piece. Therefore the decision has been made to beach the vessel and ballast it down east of Sidmouth.

The environmental sensitivities in the Lyme Bay area have been fully assessed as part of the operational planning process. The process involved an Environment Group which included representatives from local and national environment regulators. The beaching location was selected based on minimizing the impact of any spillage and enabling salvage work to remove the vessel and cargo to take place.

The local authorities and environmental groups have been notified and all agencies are working together to ensure that there is no pollution from the vessel until such time as the salvage operation can remove containers and pollutants contained within it.

Opnieuw oliewerkers ontvoerd in zuiden Nigeria

Zeven opvarenden van een koopvaardijship zijn zaterdag in het onrustige zuiden van Nigeria ontvoerd, hebben de plaatselijke autoriteiten bekendgemaakt. Het gaat om oliewerkers, waarvan enkele Filipijnen.

De laatste tijd worden vaak oliewerkers ontvoerd in de Nigerdelta. Vaak zitten lokale rebellen die een groter deel van de oliewinsten opeisen achter de ontvoeringen en ook achter aanslagen.

De oliewerkers worden meestal na enige tijd weer ongedeerd vrijgelaten. Onlangs kwamen echter een Brit en een Nigeriaan om toen Nigeriaanse veiligheidstroepen een bevrijdingspoging deden.

In het gebied wordt jaarlijks voor tientallen miljarden euro's aan olie omhoog gepompt, maar hiervan ziet de lokale bevolking bar weinig terug.

SURFER IN PROBLEMEN BIJ SCHEVENINGEN



Foto : Arie van Dijk – KNRM ©

Zaterdag middag kwam er ter hoogte van het noordelijk havenhoofd van Scheveningen een golfsurfer in problemen.

Een combinatie van een zuidwestenwind en een sterke stroming maakte het de watersporter zwaar en kon zelfstandig het strand niet meer bereiken.

Hij werd gesignaleerd door de Koninklijke Nederlandse Redding Maatschappij (KNRM) van Scheveningen die gelijk in actie kwam met reddingboot **Jan van Engelenburg** en het kust-hulpverleningsvoertuig.

Vanaf het havanhoofd assisteerde de KNRM de man om veilig op het havenhoofd te komen.



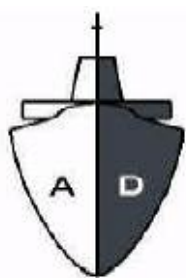
Boven : De **Jan van Engelenburg** in actie zaterdag voor de kust van Scheveningen

Foto : Arie van Dijk – KNRM ©

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Skipper of sub involved in fatal incident relieved of command

Following a review of the events in connection with an at-sea incident near Plymouth, England, the commander of the Navy's submarine force, Vice Adm. Chuck Munns, today relieved Cmdr. Edwin Ruff as commanding officer of the attack submarine **Minneapolis-St. Paul**. Munns took this action due to a loss of confidence in Ruff's ability to command,

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the Navy said in a release. Cmdr. Chris Williams, deputy for readiness with Submarine Squadron Six and a former commanding officer of the attack submarine **Oklahoma city**, assumed command of Norfolk-based sub earlier.

Earlier this week, the Commander of Submarine Group Eight, Rear Adm. Jeff Fowler, conducted a non-judicial punishment hearing for five submariners of the **Minneapolis-St Paul**. Ruff and the former executive officer both received punitive letters of reprimand. Charges against the other three sailors were dismissed.

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Shipdock mag meedingen naar schoonmaken Otapan

Het Amsterdamse bedrijf Shipdock krijgt alsnog de kans zich te melden voor het schoonmaken van het asbestschip Otapan. Ten onrechte was het bedrijf eerder afgewezen omdat het niet over de juiste vergunning zou beschikken. De milieudienst van de provincie Noord-Holland had daar verkeerde informatie over verstrekt aan het ministerie van VROM. Na een bezwaarprocedure heeft VROM de fout erkend, zo bevestigde een woordvoerder van het ministerie zaterdag een bericht in NRC Handelsblad.

Shipdock krijgt nu tot 7 februari de tijd zich te melden voor de vergunning. Eerder deden vier andere bedrijven dat al. De Otapan ligt in Amsterdam en is vervuild met 77 ton asbest. Na het schoonmaken moet het schip naar Turkije.

The first Sundbus launched at Gdansk

SSG-RINGKØBING. The first of the two new Sundbusses has been launched at Remontowa Shipyard at Gdansk. The new passengership will be ready for service between Helsingør and Helsingborg during the spring and will be the first new ship to the company since 1981. The new ship is hull no. 264 and was launched on Tuesday from Northern Shipyard in Gdansk. The ship will be able to carry 400 passengers with a speed of 14 knots from a diesel electric propulsion plant with three generators connected to azimuth thrusters. The measurements of the new ships are 60.4 metres over all, width 11.40 metres and draft 2.80 metres.

The ships are built for Moltzau Tankrederi A/S, which recently changed hands. The Moltzau family sold their shares to Camillo Eitzen Group. The two new ships will fly the Danish flag with Helsingør as home port.

Cosco banks on two new areas for shipyard arm

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Cosco Corp Singapore, which announced its first ever oil rig contract and vessel newbuilding orders this week, expects its new focus on offshore rigbuilding and ship newbuilding to contribute 60 per cent of total revenue from its China-based shipyard subsidiary within three years.

Earlier this week, the Singapore-mainboard listed shipping group announced its first newbuilding orders for six supramax bulk carriers and one semi-submersible oil rig worth a total of US\$450 million.

Speaking to BT from China, Cosco Corp Singapore president Ji Hai Sheng said the aim for the shipyard group is to build up the two new areas of vessel newbuilding and offshore marine engineering to contribute 30 per cent each of total revenue by 2010.

The traditional area of ship repair and conversion would comprise 40 per cent of the shipyard group's revenue, he added.

Cosco Singapore holds a 51 per cent stake in the Cosco Shipyard Group, while Singapore-based yard specialist SembCorp Marine holds a 30 per cent stake.

'SembCorp Marine is our partner and we are working very closely together,' said Mr Ji. 'We are sure we are going to increase our revenue and profit from the offshore marine engineering business,' he added.

'After we successfully secure one or two projects we will start to examine an expansion into other areas according to the requirements or demands of the buyers.' This includes the possibility of expanding into other rigbuilding such as jack-up rigs, he said.

The bulkers and semi-submersible - which includes options for three more - will be built at Cosco Zhoushan with delivery dates from as soon as next year and running through into 2009.

Aside from Cosco Zhoushan Shipyard, two other key shipyards - Cosco Dalian and Cosco Nantong - will concentrate on these two new areas.

When asked whether he thought the new offshore focus would bring the shipyard group into direct competition with SembCorp's own business, he disagreed, saying, 'it is a win-win basis between Cosco and SembCorp Marine because they are a 30 per cent shareholder in Cosco Shipyard so they also get benefits from the expansion into this area'.

The semi-submersible rig contract is valued at US\$200 million and will be built for Norwegian-based Marine Accurate Well ASA (Maracc) for use on the Norwegian Continental Shelf when completed in about 34 months.

The contract is a significant breakthrough for the shipyard group which has been building up its offshore and newbuilding expertise over the past two years, initially undertaking sub-contract fabrication work, much of which was for SembCorp Marine.

Maracc chairman Oyvind Jordanger said Cosco was chosen because of 'their high standards and strong capability and capacity to take on such technically demanding projects'.

Cosco Nantong Shipyard meanwhile signed a US\$34.6 million contract with a US company to convert a cable-laying vessel to a pipe-layer and Cosco Dalian Shipyard signed a US\$16.1 million contract with a Dutch company to lengthen a dredger by 51 metres.

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Port authority wins battle over Lerwick harbour plans

The Scotsman newspaper says the operators of the main harbour on Shetland have won a legal battle over plans to improve the port in a dispute with the islands council which has delayed plans for a bridge to Bressay.

Lerwick Port Authority has been granted the right to begin dredging the harbour and to deepen, widen and re-align the channel which leads to Lerwick Harbour, said the newspaper.

Shetland Islands Council had attempted to prevent the work going ahead, claiming the dredging would compromise Bressay bridge plans.

At the Court of Session in Edinburgh last week, Lord Reed rejected a bid by the council to grant a permanent order, prohibiting the dredging operations.

"The council wants to link the island Bressay to mainland Shetland, a plan talked about for more than 20 years. But the bridge's main supports would have to cross the shipping channel," The Scotsman explained.

The council argued that the port authority had threatened the bridge project by unreasonably changing plans for the channel.

The port authority, in turn, submitted its dredging plans were "entirely reasonable".

Ferry shortage between Estonia and Finland

SSG-TALLINN. The fast ferry traffic on the Tallinn-Helsinki route has practically ceased. There is a large risk of storms, despite there being no ice, and the shipping companies have halted their fast ferry services. Only one of Nordic Jetline's ferries is still sailing three times a day. Of four conventional ferries, Eckerö Line's **Nordlandia** is docked at a shipyard until 19 January and Tallink's **Meloodia** has been chartered out. At the same time, the **Vironia**, which sails between Sillamäe and Kotka, has been docked.

The **Vana Tallinn** was supposed to replace the **Meloodia**, but was used at the beginning of January for New Year cruises. The route is currently being serviced solely by the **Galaxy** with one return trip and by Viking Line's **Rosella** with two return trips per day. On 11 January, the **Vana Tallinn** began making two return trips per day. From 13 January, Superfast ferries will make one return trip to Tallinn after sailing from Rostock to Helsinki. Until then, Tallink

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will also operate the ferries from the Stockholm service in a voyage to Helsinki during the day so that no cargo will be left on the quay.



The **STENA DISCOVERY**, seen at the background, will depart today around 21:00 hrs from Hoek van Holland for the last time bound for Belfast with ETA Monday evening.

Photo : Rob de Visser ©



Two sister vessels join Malta bunkering operation

The M/T **Arduity**, deadweight 3027 tonnes, British flag and registered in London, arrived in Grand Harbour on Wednesday. She will be joined next week by her sister vessel, the M/T **Allurity**.

Both vessels have been purchased by the Island Bunker Oils Group and will join the company's five other vessels. Island Bunker Oils provide bunkering services in Maltese ports and offshore international waters, operating as far afield as Tunisia and adjacent areas.

The vessels will be renamed Salina Bay and Balluta Bay and like the other vessels in the fleet, they will be registered with the Malta Maritime Authority under the Malta flag.

Both vessels will remain classed by Lloyds Register, with a +100A1 oil tanker (cc) ESP +LMC UMS Class Notation for international trading, conforming to current International Maritime Organisation IMO regulations.

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The **Arduity** and the **Allurity** were built to very high specifications for the oil major, Shell UK, and have been operating off the west coast of Ireland and Scotland carrying petroleum products between the United Kingdom and Irish Ports.

Island Bunker Oils purchased the vessels from the well known British ship owners F. T. Everard Shipping Ltd. which at the time of purchase were acquired by the equally renowned British ship-owning group James Fisher and Sons Plc.



The **PRIDE OF BRUGES** is replacing the **PRIDE OF HULL** which is drydock at the Tyne for a maintenance period
Photo : Frank de Visser ©

Saudi Arabia to expand Jeddah Islamic Port

Saudi Arabia plans to expand Jeddah Islamic Port (JIP) by 45 per cent at a cost of US\$443 million, according to the Saudi Trade and Export Development Company (TUSDEER).

"The new container terminal will integrate with the Saudi land bridge project linking the Red Sea with the Gulf," TUSDEER said in a statement.

The Saudi Sea Port Authority (SEAPA) signed a licence agreement with TUSDEER, a subsidiary of Saudi Industrial Services Company (SISCO), to develop and operate a third container terminal at JIP on a build-operate-transfer (BOT) basis.

The project will help maintain Jeddah's lead as the hub port of the region. Mohammed A Zainal Alireza, Chairman of TUSDEER, said the new terminal is to be built on reclaimed land along the re-export zone in JIP. It is expected to handle up to 2 million TEU annually.

The project will take about three years to become operational, with dredging work expected to start by mid-2007.

Eemshaven slibt dicht

Schippers op binnenvaartschepen ondervinden steeds meer problemen in de Eemshaven. Het komt op bepaalde tijdstippen voor dat er geen plek meer is om aan te leggen. De schippers moeten dan uitwijken naar Delfzijl in afwachting van een vrije plek. Dat kan soms dagen duren en de schippers op fikse kosten jagen.

Het gevolg is daarnaast dat ook in de havenplaats te weinig ruimte is. Binnenvaartschippervereniging Koninklijke Schuttevaer ontving al behoorlijk wat klachten van schippers. Regiovertegenwoordiger Frans Bieze: "De schippers zijn bang dat de dagenlange wachttijd standaard wordt als het zo doorgaat."

Probleem is dat de bedrijvigheid in de Eemshaven zich uitbreidt. Er komen meer ondernemingen die een vrije toegang tot het zeewater nodig hebben. Bestaande bedrijven worden groter. Het recyclingbedrijf Pouw bijvoorbeeld laat jaarlijks 600 schepen laden en lossen, maar dat moeten er veel meer worden. De bedrijven hebben ruimte nodig, die ten koste gaat van de ligplekken voor andere binnenvaartschepen. Een ander probleem is de lengte van de binnenvaartschepen. Die worden steeds groter en hebben dus meer ruimte nodig.

Directeur van Groningern Seaports Harm Post kent de problemen. "Eigenlijk is het een positief probleem. Het is ontstaan door het succes van de haven. De overslag steeg afgelopen jaar van 7,2 tot 7,7 miljoen ton. Maar het moet niet erger worden, want dan wijken de schepen uit naar andere havens en kost het ons omzet. We ontwikkelen nu plannen om de problemen het hoofd te bieden."

Post wil de capaciteit in de Eemshaven met vijftig procent (tien ligplaatsen) uitbreiden door drijvende steigers aan te leggen. Diezelfde methode kan ook in Delfzijl toegepast worden.



The **DANIELLA** seen leaving the river Tyne heading for Taranaki (New Zealand) with a deck cargo of Reels.

Photo : Dave Wilkinson ©

P&O plans new Dover-Calais ferries

DP World-owned P&O Ferries is "actively planning the construction of two new ferries to replace the **Pride of Dover** and **Pride of Calais** in 2010," a company spokesman confirmed to Fairplay. "With the shortage of shipyard capacity we will need to order them this year for 2010 but I cannot pin it down to a month at present," he added. The two 1987-built vessels are the oldest in the fleet, hence the need for replacement. No indication is available at present on the level of the investment needed or the capacity of the ships. With the current ferry market position an increased freight capacity and smaller passenger volume can be anticipated. Possibly the two Hull-Zeebrugge ships will be the next to be considered once these orders are placed, the spokesman commented. He added: "At this time of year we undertake staff meetings to review the business and this year we have a very upbeat message after the restructuring of 2004-05."

KUWAITI BOX TERMINAL OPENS

Kuwait-based KGL Ports International has opened its new 350,000 teu container terminal at Saqr Port in Ras Al Khaimah with the first vessel, operated by the United Arab Shipping Company, calling at the new US\$70m facility, which has been developed and managed by KGLPI under a 21- year concession. The terminal is due to have its official inauguration in March, though KGLPI CEO Mohammad K Al Mazeedi said that the terminal was complete and all work finished. "Today is a milestone in the history of KGLPI, as it is delivering on a promise to design, build, equip and operate one of the most modern ports in the region," he said.

"We are in the final stages of the technical, operational and financial studies for undertaking the Phase Two expansion. We hope to raise the capacity of the container terminal to three million teu within a period of five years at an estimated cost of US\$250 million."

MOVEMENTS

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On Monday 22nd January the **USS NITZE DDG 94** (the 16th Flight IIA ARLEIGH BURKE) is leaving Valletta @ 0945hrs.



The **MOGAMI REEFER** seen in the port of Rotterdam

Photo : Wil Kik ©

As you have noted the last few weeks no pictures of CEES BUSTRAAN appeared in the newsletter, after investigation it appeared that CEES is at present in the Intensive Care unit in the hospital in Willemstad (Curacao), where he is at present recovering from a heavy lung infection what resulted in a large surgery because the antibiotics did not work on him, I would like to say to CEES on behalf of all the readers, that we are wishing you well with your recovery, and hope that you are fast back on your feet again and together with your wife Kathinka, and that all readers can enjoy your pictures again from Willemstad (Curacao).

The editor of the News clippings have asked Joop Kooijman, also living at Curacao, to deliver some flowers to Cees on behalf of all the readers.



The **Claudia**, owned by Wijnne & Barends' was escorted into Harwich Harbour January 15th , after her cargo shifted whilst on a voyage from Finland to Westdorpe.

Photo : David Hazell ©

AIRCRAFT / AIRPORT NEWS

Problemen met bekabeling Airbus 380 opgelost

De problemen met de bekabeling van de superjumbo **A380** van vliegtuigbouwer Airbus zijn opgelost. Dat heeft een woordvoerder van het bedrijf zaterdag gezegd. Door het probleem heeft de productie van het passagierstoestel een vertraging van twee jaar opgelopen. De aflevering van het eerste toestel moest al drie keer worden uitgesteld.

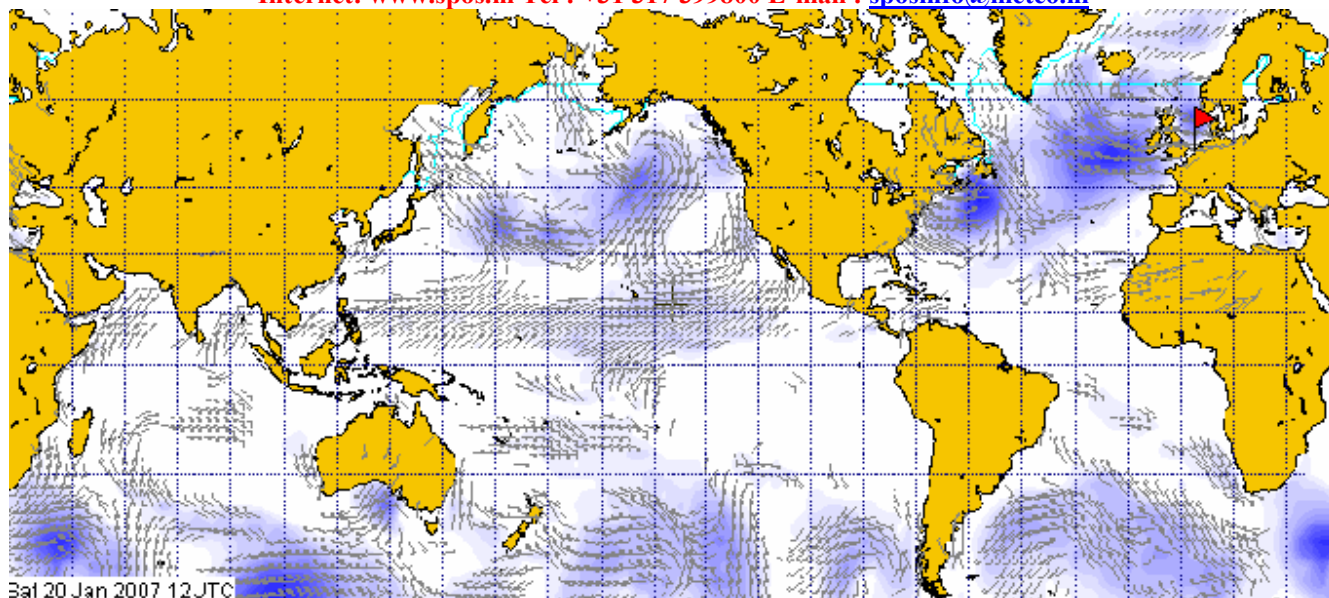
Airbus gaat ervan uit dat **Singapore Airlines** de allereerste A380 in oktober kan ontvangen.

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 019



The **TIKEIBANK** seen enroute the port of Antwerp
Photo : Richard Wisse ©

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