

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 030



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**The STENA TRADER encountered some problems and did require a push from a tug
Photo : Patrick van der Linden ©**

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EVENTS, INCIDENTS & OPERATIONS

KNRM vrijwilligers 1663 maal in actie in 2006



In 2006 zijn de bemanningen van de 40 reddingstations van de Koninklijke Nederlandse Redding Maatschappij (KNRM) drukker geweest dan ooit tevoren. In totaal moesten de vrijwilligers 1663 keer in actie gekomen. Daarbij werden 3109 mensen en 63 dieren gered. Sinds de oprichting van de Redding Maatschappij zijn 72.109 mensen gered. De KNRM verwacht eind 2007 de 75.000e geredde veilig aan wal te zetten.

Foto links : Arie van Dijk ©

Het grote aantal uitrukken is voor een deel te verklaren door de toevoeging van het 40e reddingstation Huizen. Het jongste reddingstation ligt aan druk vaargebied en bleek goed voor 77 reddingacties, ruim boven het gemiddelde aantal reddingen per KNRM reddingstation dat ligt op 41. De drukste reddingstations zijn Noordland-Burghsluis, Ouddorp, Stellendam, Scheveningen en Marken die allen meer dan 100 keer per jaar werden opgeroepen om zeevarenden bij te staan.

Onder alle omstandigheden

De 129 reddingacties bij windkracht 7 of meer geven aan dat de KNRM onder alle weersomstandigheden uitrukt. Dat dit niet zonder risico is blijkt uit het kapseizen van de Amelande reddingboot **Anna Margaretha** op 1 november 2006. Golven van ongeveer 12 meter kregen de 19 meter lange reddingboot in hun macht en lieten het schip tot drie keer toe kapseizen. De bemanning kwam er met lichte verwondingen van af en was zelfs in staat de gehavende

reddingboot op eigen kracht naar een veilige haven te brengen.

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Foto rechts : Schipper **Adam Louwen** van de Reddingboot **GEORGE DIJKSTRA** uit Ter Heyde.

Foto : **Piet Sinke** ©

Levensreddend

Dat de inzet van KNRM reddingboten ook het verschil tussen leven en dood kan betekenen werd op 21 september 2006 duidelijk. Twee catamaranzeilers werden uit zee gevist nadat ze 26 uur in het water hadden gelegen. Deze levensreddende actie was ook een goed voorbeeld van de samenwerking tussen verschillende reddingstations van de KNRM en de Kustwacht.

Patiëntenvervoer eilanden

Al jaren nemen de reddingstations van de Waddeneilanden het patiëntenvervoer voor hun rekening. In totaal werden 219 tochten naar de vaste wal gemaakt. Reddingstation Ameland-Ballumerbocht nam het grootste deel van deze bijzondere transporten voor haar rekening, in totaal 111.



De **Jan van Engelenburg** van station KNRM Scheveningen in actie – Foto : **Arie van Dijk** ©



Greenpeace blokkeert steenkolenhaven Amsterdam

Actievoerders van Greenpeace hebben woensdagochtend de steenkolenhaven in Amsterdam geblokkeerd. Ze willen voorkomen dat het kolenschip **'Maciej Rataj'** wordt gelost en hebben daarom drie kranen bezet. De milieuactivisten willen er hiermee bij het aanstaande kabinet op aandringen om tot een ambitieus klimaatakkoord te komen, lieten ze in een verklaring weten.

In het schip zit 33.750 ton steenkool, bedoeld voor Nederlandse kolencentrales. Greenpeace vindt dat kolen en kolencentrales niet thuishoren in een gezond klimaat. De actiegroepering heeft bij het Catshuis in Den Haag, waar de formatiebesprekingen plaatsvinden, een groot beeldscherm opgehangen waarop de actie is te zien.

Het Overslagbedrijf Amsterdam (OBA) laat het er niet bij zitten en heeft onmiddellijk een kort geding aangespannen om de bezetting van Greenpeace te doen stoppen. Dat dient woensdagmiddag om 17.30 uur, bevestigde een medewerker van OBA. De ongeveer veertig activisten willen namelijk een paar dagen blijven zitten, zei een woordvoester. Ze hebben spandoeken in de kranen opgehangen met teksten als 'Klimaatakkoord nu!' en 'Stop CO2'.

Via een live-verbinding zal een van de betogers de fractievoorzitters van CDA, PvdA en ChristenUnie oproepen van het regeerakkoord ook een klimaatakkoord te maken. „Het is overduidelijk dat het klimaat aan het veranderen is. Het blijkt zelfs dat het sneller gaat dan we al vreesden”, stelt Greenpeace. „Daarom moet het toekomstige kabinet zorgen dat er niet meer in klimaatontwrichtende kolen geïnvesteerd wordt, maar in energiebesparing en schone energie.”

De actiegroepering wil voorkomen dat stroomproducenten als Nuon in Nederland nieuwe kolencentrales kunnen bouwen. De verbranding van steenkool zou in de afgelopen vijftien jaar hebben geleid tot een stijging van 10 procent van de klimaatvervuiling door CO2.

Ship on Spanish coast stops leaking fuel



A Panamanian-flagged refrigerator ship that ran aground in a storm on the southern Spanish coast on Sunday has stopped leaking fuel and divers are assessing the damage, a coastguard spokeswoman said on Wednesday.

Photo's :
Tom Juin ©

The 108-metre **Sierra Nava**, owned by Maritima del Norte, has dumped about 70 tonnes of

fuel oil into the Bay of Algeciras near the British colony of Gibraltar.

About half that has been recovered manually by Environment Ministry workers, the ministry said, adding that no beaches had been affected. About 1 km (0.5 miles) of coast have been contaminated.

Salvage workers from Dutch firm SvitserWijsmuller will now concentrate on pumping water out of the ship's holds, removing the rest of its fuel and refloating it, the coastguards said.

The 14 crew members, who are Spanish, Honduran and Panamanian, were rescued by helicopter on Sunday.

The ship was empty and had been anchored in the bay since January 7



"MSC Napoli" Discharge Begins

Salvors have begun removing containers from the 4,427-TEU containership "**MSC Napoli**" (built 1992) which is aground of the UK's southeast coast.

Ship managers Zodiac Marine Agencies confirmed in a statement that work to discharge containers began at about 11:30GMT on Tuesday. The large crane barge "**Bigfoot 1**" has begun removing containers from the portside stern position. 15 containers were removed during Tuesday afternoon.

Zodiac said discharged containers will be landed at Portland by a second, shuttle barge, the "Boa Barge 21".



The "**MSC Napoli**" was carrying 2,318 containers, of which 103 were lost overboard. Some 57 of those containers have now been accounted for.

Simultaneously, the Smit salvage team continues to remove oil from the "**MSC Napoli**" in an effort to reduce the potential threat to the environment.

Zodiac confirmed that two of the main fuel tanks, No 5 and 6 on the portside, were emptied during Saturday.

Work is now focused on the No 5 starboard fuel tank and salvors are using a water injection system to achieve a satisfactory pumping rate.

As of 08:00GMT on Tuesday some 60% of the ship's fuel, about 2,105 tons, had been transferred from the ship to the tanker "**Forth Fisher**". Zodiac said the weather outlook at the scene remains favourable, with good conditions forecast to persist until at least Friday, reports TradeWinds.

„Gebied rond schip in de middag weer vrij"

Het gebied rond het brandende schip in het havengebied Beverwijk-Velsen wordt naar verwachting in de loop van woensdagmiddag vrijgegeven.

Dat maakte de Beverwijkse burgemeester Theo Weterings woensdag bekend op een informatiebijeenkomst voor bewoners. De 35 geëvacueerde bewoners en 140 gesloten bedrijven in de omgeving kunnen dan weer naar huis en aan het werk. Het gebied zal gefaseerd worden vrijgegeven.

Op de bijeenkomst waren enkele tientallen bewoners aanwezig. Zij werden door de gemeente op de hoogte gebracht van de stand van zaken rond het brandende vissersschip. Ook waren twee hulpverleners aanwezig voor geestelijke bijstand, maar van hun diensten werd geen gebruik gemaakt. Enkele bewoners plaatsten kritische kanttekeningen bij de gebrekkige informatievoorziening in de afgelopen dagen. Een woonbootbewoner wilde weten waarom de woonboten in de omgeving van het schip veel later werden ontruimd dan de bedrijven op het terrein. Volgens de

burgemeester dreigde het schip dinsdagavond te breken waarbij olie in het water zou kunnen komen. Daarop werd besloten de woonarken tegen 21.00 uur te ontruimen. De bedrijven in de buurt waren dinsdagmiddag al geëvacueerd.



Foto : Cor van Niekerken ©

De burgemeester sluit niet uit dat „hier en daar fouten zijn gemaakt door mensen in het veld". „Dat kan gebeuren in situaties van deze omvang." Binnenkort komt er een evaluatie naar de gang van zaken.

Een bewoonster vertelde tijdens de bijeenkomst dat haar 17-jarige zoon dinsdagmiddag doorgemoedereerd op de fiets door verboden gebied was gereden. „Hij werd door helemaal niemand tegengehouden. Toen we hem belden, bleek hij thuis een computerspelletje te spelen. Terwijl wij eerder ons huis hadden moeten verlaten." De burgemeester zei dat dit nooit had mogen gebeuren en beloofde uit te zoeken waar de fout lag.

De gemeente probeert bewoners mobiel te bellen zodra ze weer terug mogen naar hun woningen. Als de bewoners niets horen, en het gebied dus toch niet is vrijgegeven, worden ze om 17.00 uur weer verwacht op het stadskantoor in Beverwijk voor meer informatie. Mensen die nog huisdieren in het ontruimde gebied hebben, mogen sinds woensdagochtend onder begeleiding van de politie hun dieren ophalen.

CASUALTY REPORTING

Cruise Ship Aground in Antarctica

A Norwegian cruise ship, carrying 370 passengers and crew, has run aground off a remote Antarctic island. According to TradeWinds, the 11,386-gt "**Nordkapp**" (built 1997) ran aground off Deception Island, part of the South Shetland Islands at about 18:30GMT on Tuesday.



No one was injured in the incident and the ship was able to free itself and is now safely anchored in Whalers Bay on Deception Island.

Photo : Henk de Winde ©

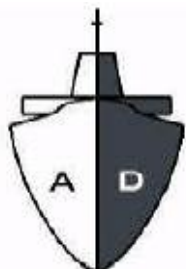
The "**Nordkapp**" is said to have deployed oil protection equipment and is lying at anchor, awaiting divers to arrive to inspect for damage. All passengers will be transported back to Ushuaia in southern Argentina aboard the "**Nordkapp**" sister vessel "**Nordnorge**" (built 1997).

Scheduled sailings by the "**Nordkapp**" on 2 and 16 February as well as 1 March have been cancelled, tour operators said. The "**Nordkapp**" serves the coast of Norway between Bergen and Kirkenes during the European summer, and the Antarctica during southern hemisphere summer.

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Australian Navy ships plagued by fuel problems

THE defence department has restricted operations of its fleet of **Armidade Class** patrol boats due to a fuel system defect.

It was said to be the second time restrictions had been imposed on the vessels because of the problem.

A press release issued today by the department said water contamination in the main fuel system had led to pump failures.

The statement did not say how many of the vessels had the fault. The Royal Australian Navy operates 12 **Armidade Class** boats, mostly using the high speed ships to police Australia's northern waters.

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Rear Admiral Davyd Thomas, maritime commander Australia, said the recurrence of the problem was "very disappointing". "We are taking prudent safety measures until further investigations are complete and appropriate modifications are made to the fuel system," he said.

SHIPYARD NEWS

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Chesapeake Shipbuilding to Build New Ferry

Chesapeake Shipbuilding Corp., based in Salisbury, will build a six-car ferry. The estimated cost: \$931,000. Work on the dock, piling, bulkheads and piers will be done by George and Lynch Inc. at a cost of \$2.1 million. An estimated 50,000 vehicles cross the river by ferry each year, said Tina Shockley, a spokeswoman for the state Department of Transportation. For years, some suggested a bridge would be cheaper to build and operate, but the ferry is so steeped in history and local tradition that few area residents can imagine life without it. The new one, which will be named after former state Rep. Tina Fallon of Seaford, will be similar in design -- with a flat deck for vehicles and a pilothouse. It will be able to carry six vehicles at a time, Shockley said. The Virginia C holds three. The new vessel will be about 94 feet long and built to comply with U.S. Coast Guard regulations. While the old ferry will continue to operate, there will be some closings during improvements to the landings. Once the new ferry is built in September 2008, the old one will be auctioned, Shockley said. The trip across the Nanticoke will remain free of charge. The new ferry will be cable-operated as is the current one, but also will be equipped with a rudder in case it breaks free from the cable.

Hudong to Invest in Shipyards and Tech

Hudong Heavy Machinery Co., said that it will use proceeds to fund its purchase of shipyards and to invest in new technologies. With the proceeds, Hudong will buy 100% of Shanghai Waigaoqiao Shipbuilding Co. and CSSC Chengxi Shipyards and 54% of Guangzhou Wenchong Shipyard. It will also invest in technology upgrades. The company, which is the biggest maker of diesel engines for ships in China, will sell up to 400 million A-shares at RMB 30 per share in exchange for RMB 9 billion in assets and RMB 3 billion in cash, it said in a statement to the Shanghai Stock Exchange Monday. Hudong's controlling shareholder, China State Shipbuilding Corp., will buy 59% of the share issue. The other buyers include Baosteel Group Corp., China Life Insurance Co., Shanghai Electric Group Corp. and CITIC Group



The **ASIAN CENTURY** seen enroute Rotterdam
Photo : Frans Bausch ©

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GPS Marine Services BV of Sliedrecht salvaged a lost ships engine at port of Saint Nazaire.
The engine was lost during heavy lift operations of m/v **Lilleborg** in December 2006.
The engine was successfully recovered by the sheerleg **GPS Atlas**.

Deurganckdok is dure vogel

De kostprijs voor het Antwerpse Deurganckdok is opgelopen tot 645 miljoen euro. Dat is bijna drie keer meer dan een initiële raming van 223 miljoen euro uit 1995.

Het oplopen van de kostprijs heeft onder meer te maken met het opnemen van extra werken en bijkomende natuurcompensatiegebieden. Dat heeft Vlaams minister van Openbare Werken Kris Peeters dinsdag bevestigd in de commissie Openbare Werken van het Vlaams Parlement.

De commissie discussieerde dinsdag over het rapport van het Rekenhof omtrent het Deurganckdok, het getijdedok op de Antwerpse linkeroever. Het Rekenhof had in een audit negen concrete aanbevelingen geformuleerd. Zo had volgens het Rekenhof een belangrijk deel van de meerkost kunnen vermeden worden door een betere voorbereiding, de opmaak van een duidelijke risicoanalyse en een beter overleg. Een kritiek die volgens het Rekenhof best ter harte wordt genomen bij toekomstige infrastructuurprojecten.

Volgens Peeters is aan een aantal bekommernissen van het Rekenhof al tegemoet gekomen. Andere zaken zijn in voorbereiding.

Freddy Aerts, afdelingshoofd Maritieme Toegang van het ministerie Openbare Werken, verduidelijkte dat in de oorspronkelijke raming van 223 miljoen euro onder meer geen rekening werd gehouden met bijkomende vergunningen, de onteigeningen in Doel en een uitbreiding van de natuurcompensatiegebieden.

Quintana Takes Delivery of Vessel From Metrobulk

Quintana Maritime Limited took delivery of Iron Knight, the last Panamax bulk carrier that the company agreed to acquire from Metrobulk. **Iron Knight** was built in June 2004 at Tsuneishi, a Japanese shipyard and has a carrying capacity of 76,429 deadweight tons (dwt). Because **Iron Knight** was delivered later than the contracted delivery date, an affiliate of Metrobulk paid approximately \$1.7 million to Quintana under the terms of the memorandum of agreement. This payment effectively reduces the purchase price of the vessel. To date, Quintana has received approximately \$3.1 million in late delivery payments from Metrobulk, reducing the aggregate purchase price of the fleet to approximately \$731.9 million. As previously announced, **Iron Knight**, together with eight other vessels, is employed at an average daily rate of approximately \$23,000 per day for 2007 under a master time charter with Bunge S.A. . Quintana Maritime has fixed the rates for all seventeen vessels it has acquired or has agreed to acquire from Metrobulk. The master charter agreement with Bunge S.A calls for annual renewals in early November every year between floor and ceiling rates, and lasts through the end of 2010. As a result of these fixtures, Quintana has secured almost 93% of its expected net operating days for 2007 under charters with fixed rates. Quintana believes it currently enjoys the highest time charter coverage amongst its public peers.



Port Strike in Dublin

Members of the Technical, Engineering and Electrical Union are pressing ahead with strike action at Dublin Port after talks at the Labour Relations Commission broke down.

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It is the second time in the two-week-old dispute that talks at the LRC have failed to avert today's action (30 Jan).

The dispute centres on the suspension of nine shore-based maintenance workers, following the introduction of new work procedures on tugboats.

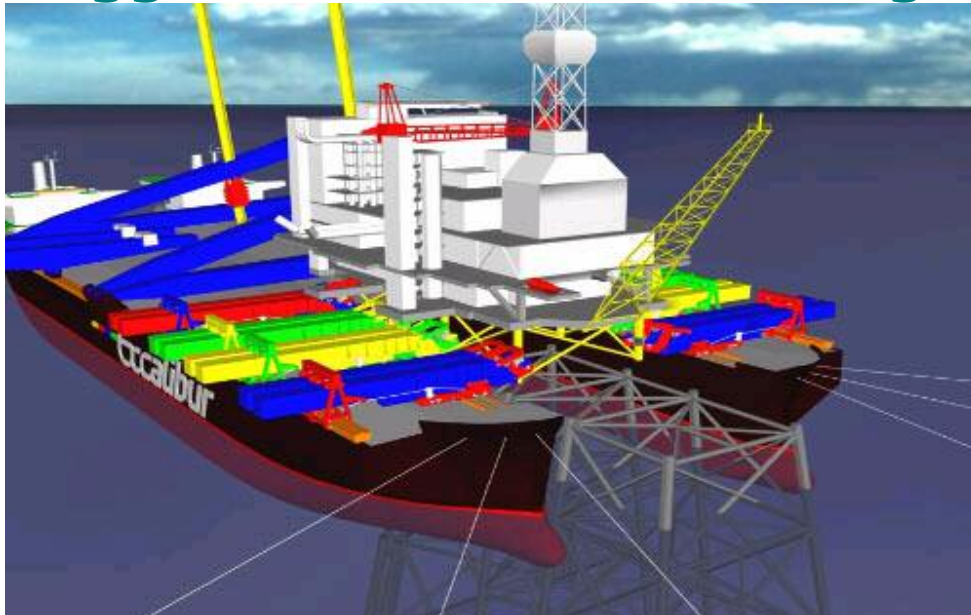
Dublin Port Company says the workers were requested to train on the tugs in accordance with an agreement for change reached last year.

Efforts to resolve the dispute have stalled over whether or not staff should work under protest while negotiations continue.

Around 30 workers are picketing the port this morning but there is concern that the dispute could spread if other unions decide on supportive action.

SIPTU and the Seamen's Union of Ireland will make that decision later today. In the meantime, Dublin Port Company does not expect any immediate disruption.

Biggest vessel in the world gets underway



The Swiss-based offshore installation contractor Allseas has taken the firm decision to build **Pieter Schelte**, the 360 m long, 118 m wide platform installation / decommissioning and pipelay vessel.

Requests for quotation have been sent out on 29 January 2007 for the delivery of the full power generating plant of this giant vessel. The order includes eight diesel engines, eight generators and twelve thrusters, providing the vessel with 86 MW total installed power, representing an order of approximately 100 million euros.

Quotations have been requested by 23 February, expected to be followed by awards as soon as possible thereafter.

The total investment sum in **Pieter Schelte** will be approximately **1.3 billion euros**, and delivery of the completed vessel is targeted for 2010. The vessel will most likely mainly be constructed in the Far East and completed in Europe.

Pieter Schelte will have a topsides lift capacity of 48,000 tons and a jacket lift capacity of 25,000 tons. The pipelay tension capacity will be 1500 tons, exceeding the capacity of Allseas' **Solitaire** by 50% and thereby surpassing her as the world's largest pipelay vessel.

Grimaldi Goes to Hamburg

Italy's Grimaldi has taken a strategic stake in a logistics subsidiary of Hamburg's government-owned Hamburger Hafen- und Lagerhaus AG (HHLA).

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TradeWinds reports quoting the daily "Hamburger Abendblatt" that the Italian shipowner has taken a 49% stake in storage and logistics company Unikai L&S, of which Grimaldi is a key customer. Management of the company will remain with parent HHLA.

In the reefer sector, Belgium's SeaInvest has previously come in as a strategic investment partner on a similar basis in the HHLA companies Spedition Ulrich Stein and Frucht- und Kuhlzentrum.

The Grimaldi move comes even as HHLA explores a partial privatisation at the level of the overall concern by a sale to a strategic investor such as the Deutsche Bahn. Terminal workers and trade unionists fear that such a privatisation would lead to a split-up of the company.

Containerships Rebrands South Baltic Services and Agencies



The **CONTAINERSHIPS VII** – Photo : **Piet Sinke ©**

Containerships is rebranding the South Baltic services and agencies built up under the Kursiu Linija name. From February 1, 2007 all Kursiu Linija services will be operated under the Containerships name. Containerships will also have its own agents in Lithuania and Latvia, under the names of Containerships Lithuania and Containerships Latvia. These replace UAB Arijus and Kursiu Linija Latvia. The Finland, Russia, Poland, Sweden service has also been enhanced from January 30, when the Carina made its first call in Klaipeda. She will add in Klaipeda into her rotation, which will then be: Helsinki - St. Petersburg - Klaipeda - Gdansk - Sodertalje. This will enable UK and European shippers to use Containerships to reach the east coast of Sweden, as its growing shortsea network will now allow it to trans-ship Sweden-bound cargo from UK and Rotterdam in Klaipeda.

LINES CHANGE BUNKER CHARGES

Members of the Europe West Africa Trade Agreement are to drop their levels of Bunker Adjustment Factor to 199Eur per teu southbound and 120Eur per teu northbound from February 21 as fuel charges have dropped.

Meanwhile, the Europe Middle East Trade Agreement is changing its BAF from February 15 to Eur89 per teu from Scandinavia and £59 per teu from the UK southbound, and Eur44/£29 respectively northbound. In the eastern Mediterranean excluding Israel and Cyprus, costs will change from March 1 to Eur85 or £56 per teu in both directions. In the Israel sector it changes to US\$116 northbound and US\$58 southbound.

MOVEMENTS

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The **BRITOIL 67**

Photo : Capt Jelle de Vries ©



The **FEDERAL SCHELDE** seen in Rio Grande – Photo : Marcelo Vieira ©

OLDIE – FROM THE SHOEBOX WITTE ZEE



The very last pictures of the SMIT tug **WITTE ZEE** this time, the **WITTE ZEE** was after been laid up in Bahrain for some time in 1984 towed by the tug **DRADO** (Capt Bert Kleywegt) towards Gdani Beach, where this, once time mighty ocean going tug was beached for the last time, after beaching the tug **DRADO** pushed the grand old lady a little more upto to beach before she left.

Photo's : Jan Berghuis ©

1/31/2007

AIRCRAFT / AIRPORT NEWS

Dubai World Central's first A380-enabled runway on track

WORK on the Dubai World Central (DWC) project - which, when completed, will be the world's biggest airport - has gathered momentum with more than 50 per cent of the first of the six runways having been completed, BT has learnt.

While sources confirmed this, Abdulla Al Falasi, DWC's marketing and communications director, said work is going ahead on the first 4.5km A380 enabled CAT-III runway that is scheduled to be completed by year-end.

'First flights at Dubai World Central International Airport (JXB) are expected in mid-2008, when the first passenger and cargo terminals will be ready,' he added.

On completion, JXB is expected to have six parallel runways and as many concourses with a 92 metre-high control tower and a capacity to handle 120 million passengers annually.

The 140 sq km aviation-cum-logistics project is coming up at Jebel Ali, 40km from the existing Dubai International Airport.

Meanwhile, DWC announced the awarding of two contracts for Phase I of the project to Kuwait-based MA Kharafi & Sons and The National Company.

While the turn-key construction of its US\$408 million Dubai Logistics City (DLC) headquarters and Office Park has gone to Kharafi, the contract for the construction of two central utility complexes (CUC) to meet the district cooling requirements for DWC's Phase 1 facilities has gone to The National Co, also part of the Kharafi Group.

The project is slated for completion in 2009. The first CUC will serve the airport area while the second will cater to DLC's HQ and Office Park, said a DWC statement.

BT had earlier reported that some Singapore companies have already booked space at the DLC, the main component of DWC.

DLC, which spans 25 sq km, is designed to ultimately handle 12 million tonnes of air cargo annually in up to 16 air cargo terminals.

Sheikh Ahmed bin Saeed Al Maktoum, chairman of Dubai Aviation Corporation - Dubai World Central, said: 'This huge aviation city centred on JXB will place Dubai in pole position for regional logistics, tourism and commerce.'

Phase 1 of the Office Park, situated outside the customs bonded area but part of the free zone, will include 10 six-storey office buildings each with a total built-up area of about 255,000 sq m, in addition to 110,000 sq m of underground parking and 60,000 sq m of an independent parking structure. This will provide a net office space of around 198,000 sq m, said DWC.

Eventually, a total of 18 office buildings are planned to be included in Office Park.

A few days ago, Manfred Boes, president of the International Federation of Freight Forwarders Associations (Fiata), while visiting the site, said: 'With this development, Dubai will truly become the centre of the business world.'

'DLC's multi-modal hub concept is unique and Fiata's 98 national member associations - some of which are 125 years old - or our individual members from 150 countries are unequivocal in their opinion that DLC is a catalyst for change,' added Mr Boes.

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According to DLC, the Fiata World Congress to be held in Dubai later this year for the second time in less than seven years - a record in Fiata's 80-year history - is expected to see nearly 1,500 delegates attending.

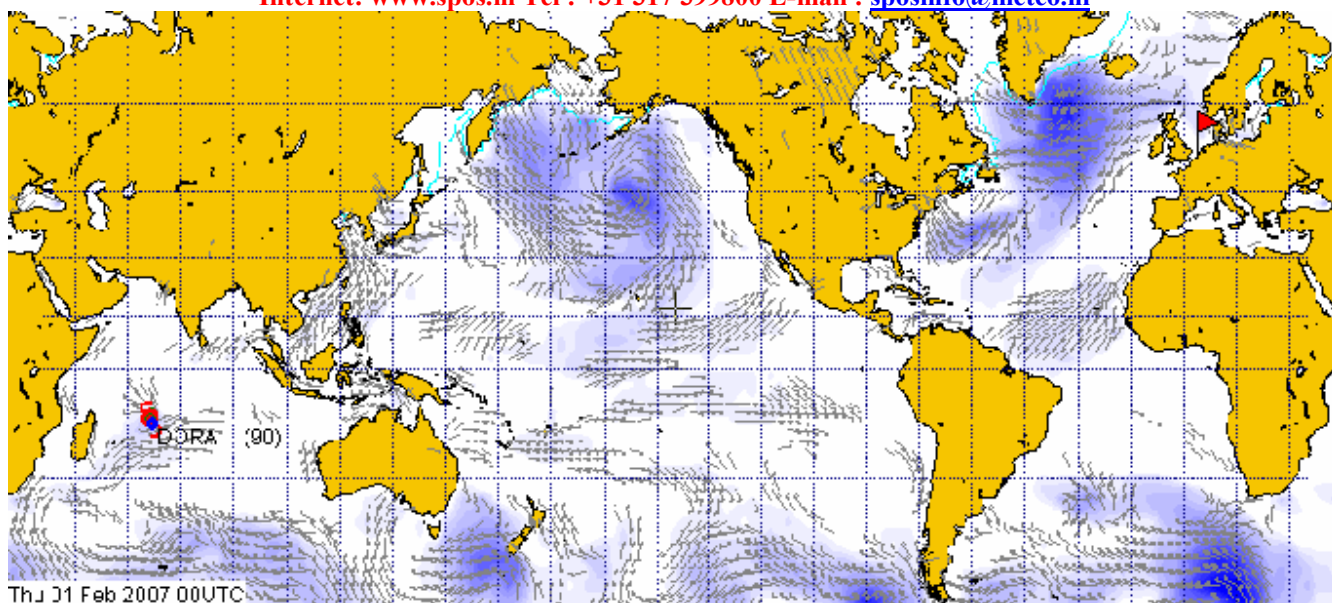
DWC - which is almost twice the size of Hong Kong island - in which infrastructure costs alone are estimated to touch US\$33 billion, will have six specialised clustered zones: JXB, DLC, Commercial City, Residential City, Enterprise Park, and a 36-hole golf resort.

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

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The **STOLT FULMAR** seen passing the Old Quay swing bridge at the Manchester ship canal on passage up the canal to Caddishead

Photo : Dan Cross ©

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