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The EGBERT WAGENBORG seen in Schiedam – Photo : John Sins ©

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EVENTS, INCIDENTS & OPERATIONS



The **MAINPORT OAK** seen in Cape Town
Photo : Aad Noorland ©

Probe begins into oil tanker's horn blasts

The operators of the oil tanker **Taiko** are investigating why a series of horn blasts sounded from the ship in Nelson early on Monday, at a time an assault allegedly happened on board.

Residents on the Port Hills were awoken shortly before 4am by a series of loud horn blasts from the vessel while it was berthed at Port Nelson.

Senior constable Phil Wylie of Nelson police said the horn was sounded after an assault allegedly occurred on the vessel. He said two men got into a fight, and one of them may have been knocked out.

Mr Wylie said someone went to the bridge on the ship for help and he believed the person pushed a button that was the vessel's fire alarm. A 45-year-old Auckland man was taken by ambulance to Nelson Hospital with facial cuts but did not lay a complaint with police, Mr Wylie said.

Port Nelson chief executive Martin Byrne confirmed a man ended up in hospital after an incident on board the **Taiko** but said it was not appropriate for him to comment about what happened on behalf of Taiko's operator Silver Fern Shipping.

Mr Byrne said port officials would speak to the master of the Taiko and the man in charge of marine operations for Silver Fern Shipping about what went on and why the horn was sounded.

However, he said a vessel could sound its horn in case of emergency or if someone was hurt.

Silver Fern Shipping marine manager Captain Steve Parker said the company was doing a full investigation about what happened and, until that was complete, he could not comment.

The fire alarm was attached to the ship's whistle, he said.

Whaler's body on way back to Japan

The body of a Japanese crewman who died on a stricken whaling vessel has begun its journey home from the Southern Ocean.

The **Nisshin Maru** has been without power since a fire last week crippled the vessel and killed 27-year-old Kazutaka Makita. Greenpeace has offered to tow the boat away from the Antarctic, where it poses an environmental threat, but Japan has refused.

Spokesman for Japan's Institute of Cetacean Research, Glenn Inwood, says the crew have made progress with engine repairs.

He says that has enabled them to release a support vessel to return their dead colleague to his family.



Crew members barricade themselves in ship

Crew members of a ship previously detained in Dublin Port for nonpayment of wages have barricaded themselves in the ship and claimed they are owed arrears.

The Russian and Latvian crew of the Latvian-owned, Jamaican-registered vessel, now outside Heysham, England, have barricaded themselves into a section of the ship along with two ITF inspectors, Ken Fleming and Bill Anderson, because, Mr Fleming said, they "are in fear of our lives".

The International Transport Federation (ITF) is to make an application to the Admiralty Marshall in England to have the **Merchant Brilliant** arrested.

If that were to happen, the ship would be immobilised in its current position and a skeleton crew left on board until the issue of the arrears is resolved.

Last December, the beneficial owner of the company, ADG Shipping, agreed to pay crew members arrears of €153,000 after the High Court had arrested the ship when the ITF had discovered the arrears.

Following the dispute, the **Merchant Brilliant**, was switched from the Dublin-Heysham route to Belfast-Heysham.

New discrepancies were uncovered by Mr Fleming in Belfast on Sunday. Crew members say they are owed \$200,000 (€150,000) in arrears, and they only agreed to sail on condition that Mr Fleming accompanied them.

The crew agreed to leave Belfast and sail the vessel to Heysham, under protest, at the request of Norfolk Lines, which had chartered the vessel for its freight service.

However on arrival in Heysham yesterday, Norfolk Lines took the ship off charter, and the harbour master insisted it leave port to make way for other vessels. It left the port at 8pm and has been kept out to sea ever since.

Last November, ADG was forced to pay \$167,000 (€127,000) in back wages to crew on another vessel, the **Merchant Bravery**, to settle a claim of underpayment supported by the ITF. The **Merchant Bravery** no longer operates in Irish waters.



The **ISA** commenced yard trials
Photo : www.tugspotters.com ©

Power restored to stranded Japanese whaling ship

New Zealand Maritime Authorities say full electrical power has been restored to a Japanese whaling ship that has been stranded in the Southern Ocean.

A fire broke out in the engine room of the **Nisshin Maru** last Thursday, killing a 27 year old crewman.

Steve Corbett, from Maritime New Zealand, says the ship's crew has made significant progress in fixing the ship.

"They've had quite a bit of success working hard throughout yesterday," he said. "They've managed to get another set of generators going which has restored full electrical power and given them heating and lighting."

Mr Corbett says they have also rigged up towing arrangements in case their major efforts to get the engines started are not successful.

Grounded Napoli 'will be removed'

Salvage experts in charge of the recovery of the **MSC Napoli**, grounded off Lyme Bay in Devon, are planning to remove the ship from the coast. The 62,000-tonne cargo ship was grounded off Branscombe Beach after starting to break up in stormy weather.

Naval architects are now working out the best way to move the vessel, which was grounded in January.

Meanwhile, people who recovered items washed ashore after it was beached have until 20 February to report the finds. Thousands of items recovered by members of the public from washed-up containers from the vessel have been reported to the Receiver of Wreck.

Failure to do so is a criminal offence under the Merchant Shipping Act. BBC News correspondent Alex Bushill said the authorities were pleased with items reported so far.

"The Maritime and Coastguard Agency have been saying that they are pleasantly surprised with the response, most notably with the reporting of many of the BMW motorbikes which were taken from the beach," he said.

However, he added that the authorities were "pretty realistic about their chances of being able to trace every single item removed". Mr Middleton, the secretary of state's representative in maritime salvage and intervention, said that there would be no repeat of the scenes when thousands of people were scavenging the contents of washed-up containers.

He said containers were still coming off the ship in bad weather, but that that they hoped to stop this from happening soon. Mr Middleton said: "There's a team of naval architects crunching figures to try and work out what state we have to get it into before we can refloat it.

"It will be a case of trying to work out the best methodology, whether we cut her in two or whether we refloat her as she is. But she will be removed."

The **Napoli** was grounded after it was feared she would go down while being towed to Portland, Dorset, having suffered damage in a storm during which her 26 crew were rescued.

The vessel, which was carrying 2,300 containers, was then deliberately grounded near Lyme Bay - a World Heritage Site - on 20 January to prevent it from breaking up.

CASUALTY REPORTING



The **SMITHBANK** seen towing the **WAEI** towards Kralendijk at Bonaire, the **WAEI** encountered engine problems at the East coast of Bonaire

Photo : Willem van Roon ©

Taiwanese fishing crew missing after fire consumes ship

The fate of a Taiwanese fishing vessel's crew was unknown as of press time last night, after they were forced to abandon ship after a fire, a Guam-based newspaper reported.

The US Navy and a civilian merchant ship were en route to the scene, some 1,060km off the coast of Guam, the Pacific Daily News reported on its Web site yesterday.

The report said that the **Jin Tong Long No. 33** caught fire early in the day, and the crew of 11 were forced to take to life rafts after sending out a distress signal.

"Everything after the forward bow has been completely consumed by flames," the newspaper quoted Lieutenant Lee Putnam of the US Coast Guard as saying.

"At this time, we don't have any reports on the status of the crew," Putnam was quoted as saying.

Putnam added that a US Navy aircraft had been dispatched to locate the crew and keep watch over them, until the nearest vessel arrived at the scene, the paper reported. The merchant vessel **Vioc Rose** was expected to reach the crew this morning, Putnam was quoted as saying.

Oil tanker collides with cargo ship in Gulf of Finland

A Neste Oil tanker ran into the stern of a cargo ship in the Gulf of Finland near the island of Hogland on Tuesday. No oil or personnel damage has been caused.

The tanker, **M/T Sten Nordic**, was carrying 11,000 tonnes of gas oil. Russian authorities inspected the damage and allowed the vessel to continue on to Tallinn, Estonia.

SuperFerry ship stalled at sea

A ferry with 641 people on board stalled in the central Philippines after encountering engine trouble, the coast guard said.

The **SuperFerry 9** was heading from Manila to southern Iligan city when its engines overheated off Sipalay town, about 560 kilometers (350 miles) southeast of Manila, the coast guard said in a report.

The ferry owner, the Aboitiz Transport System, dispatched another SuperFerry to tow the stricken vessel to nearby Guimaras port, coast guard Capt. Luis Tuason said.

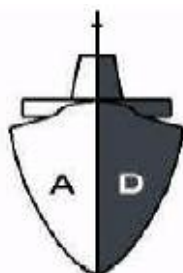
The incident came two weeks after another Aboitiz ferry, **Our Lady of Medjugorje**, stalled on its way from Manila to western Palawan island with 958 passengers and crew.

The SuperFerry is considered one of the more modern vessels in the country, where boat accidents are common because many ferries _ a key method of transport in the archipelago _ are old and poorly maintained, while enforcement of safety regulations is weak.

NAVY NEWS

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Chinese Navy Leaves for Pakistan for Arabian Sea Military Exercises

A Chinese naval fleet left for Pakistan today to participate for the first time in a multi-national maritime military exercise against terrorism to be staged by its 'all-weather' ally.

The People's Liberation Army Navy (PLAN) fleet consisting of two frigates, namely, "**Lianyungang**" and "**Sanming**" left Ningbo port in East China's Zhejiang Province today for Pakistan to participate in the exercises.

The 'Peace-07' exercises sponsored by the Pakistani navy, will involve warships, aircraft or special armed units from China, the United States, Britain, France, Bangladesh, Pakistan and Turkey.

The exercises are aimed at promoting cooperation and exchanges among the navies and raise their capability of combating terrorist attacks and taking joint actions as there are increasing maritime terrorist threats and challenges.

This is the first time for a Chinese naval fleet to take part in multinational military exercises, Xinhua news agency reported.

In the past, PLAN has held bilateral maritime military exercises with countries like India, US, Britain and Pakistan. Pakistani navy was the first to conduct a maritime military exercise with PLAN in October 2003.

The Chinese navy will take this opportunity to enhance cooperation with foreign counterparts and help build up its capability in anti-terrorism and cooperation with foreign armed forces, the foreign affairs office of China's National Defence Ministry said.

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ADSB delivers first fast supply ship to UAE Navy

Abu Dhabi Ship Building (ADSB), the Arabian Gulf's only specialised naval warship builder, has delivered the first of four of the UAE Navy's latest purchase, the 26-metre aluminium alloy Fast Supply Vessel (FSV).

These multi-role amphibious warfare support vessels are built by Abu Dhabi Ship building and are designed by SwedeShip Marine of Sweden for the fast supply of vehicles, troops and military equipment.

Willie Stewart, vice-president of marketing, said: "We have successfully delivered the first vessel of this four-boat contract. The remaining three are on schedule and programmed for completion during the first quarter of 2007.

"These boats add to the amphibious strength of the UAE Navy's existing fleet of ADSB built Ghannatha class troop carriers and once again confirms our position as the Arabian Gulf's leading military and naval warship builder."

The FSV is powered by twin MTU marine diesel engines driving Rolls Royce water jets that attain speeds exceeding 30 knots and a range of 300 nautical miles.

Simple to operate "joy stick" type controls make these boats highly manoeuvrable and with no under water protrusions gives the added advantage of safe operation close inshore or in other shallow waters such as creeks, sand banks and reefs.

The large main deck can easily accommodate two fully loaded 10-foot containers or wide military vehicles such as the Humvee used by the UAE armed forces.

The wheelhouse and medical quarters are fitted with a NBC citadel arrangement for use by the crew and troops in time of nuclear, biological or chemical attack and the medical room has positions for four stretcher cases plus removable seating to transport 18 fully equipped amphibious troops.

The marine demonstration at this year's IDEX is the launch pad for Abu Dhabi Ship Building's new Sea Keeper Fast Landing Craft.

This impressive 16-metre vessel is on daily demonstration at the exhibition and is the latest boat to be built in ADSB's new composite facility.

At over 35 knots this versatile high-speed craft will provide significant advantages over the more traditional 10-knot speed normally associated with this type of craft.

The Sea Keeper is designed by Abu Dhabi Ship Building's strategic partner VT Halmatic of the UK for the rapid supply of vehicles and equipment. The boat is powered by twin Yanmar marine diesel engines driving Rolls-Royce water jet units.

The water jet installation makes this vessel highly manoeuvrable at all speeds with the added advantage of safe shallow water operation.

China to deliver 1st LNG ship

China has made substantial breakthroughs in shipbuilding as the first liquefied natural gas (LNG) ship made in China, one of the most advanced in the world, will be delivered in September.

Only the Republic of Korea, Japan and a few European countries have acquired the technologies to build such ocean liners.

Since natural gas can only be turned into the liquefied after the temperature dropped below minus 163 degrees Celsius, LNG ships are often dubbed as the "maritime super freezer".

The boat with a capacity of 47,200 cubic meters is under construction by the Hudong-Zhonghua Shipbuilding, a subsidiary of the China State Shipbuilding Corporation (CSSC), China's top and the world's third largest shipping group.

Another four such LNG vessels also under construction would be delivered in the end of this year while the research and development for LNG ships with a capacity of 200,000 cubic meters is underway, sources with the CSSC said.

The Shanghai Waigaoqiao Shipbuilding Company, one of its subsidiaries, is going to deliver a floating, production, storage and offloading vessel to the United States-headquartered oil giant ConocoPhillips in May.

The vessel with a designed capacity of 300,000 tons is the largest and most costly vessel of its kind in China.

CSSC will also deliver in September a 8,530 TEU container vessel and a dredger with a capacity of 13,500 cubic meters in May, both the largest of its kind in China.

CSSC, parent company of 60 subsidiaries covering ship building, ship repair, research and development and offshore engineering, posted a profit of more than 5 billion yuan last year, more than 60 times that of 1999 when it was established.

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The latest addition to the Smit fleet is the **SMIT LINGGA** seen here during the christening ceremony in Singapore, the 6000 HP AHTS departed from Singapore bound for Saudi Arabia for her 3 year charter with Saudi Aramco.

Photo : SMIT Singapore ©

French schooner La Boudeuse arrives in Richards Bay

The French schooner **LA BOUDEUSE** arrived in the port of Richards Bay for a ten day stopover yesterday morning.

The three masted sailing ship is owned by the French explorer's club **Espirit de Bougainville** and it is a round-the-world cruise that has brought the ship to South Africa.

Built in 1916 in the Vigge Shipyard in Vlaardingen, Netherlands under the name **MARI**, the iron-hulled vessel entered service as a herring logger operating in the North Sea, before changing hands and becoming the **SUDERSAND** in 1931. At that stage her sails were reduced and a more powerful engine added.

During World War II the ship underwent 'stretching' by an additional 4.2m to a new overall length of 42.4m (hull 34m) and her rigging was removed completely with the ship's conversion as a motor vessel operating in the Baltic.

It took a bunch of enthusiasts to return her to a sailing ship during the mid 1970s after which she began sailing round the world taking paying passengers. IN 1992 the French explorer's club purchased her and fitted her out for their purposes.

The name **La Boudeuse** is drawn from one of two ships used by the famous French explorer Louis de Bougainville who began his circumnavigation of the world in December 1766, the other smaller vessel being **L'Etoile** (a name which is honoured with the French CMA CGM line on one of their container ships operating on the South African service). The earlier **La Boudeuse** was a frigate of much the same length to the present ship, but carried a wider beam.

De Bougainville also spent some time exploring in the Indian Ocean and his name is perpetuated by having an island, mountains and plants named after him – the beautiful bougainvillea shrub the most well-known.

Suez Canal Jan revenue up 18%



The **MADISON MAERSK** seen passing the Suez Canal
Photo : Jaap van de Meeberg ©

Egypt's Suez Canal, the world's longest waterway, has revenue of US\$349.6 million in January, or 18 per cent more than in the same month a year earlier. The number of ships transiting the waterway that links the Red Sea to the Mediterranean Sea rose by 116 vessels, or 7.7 per cent, to 1,629 ships last month, Suez Canal Authority spokesman Tarek Abdalla said. The canal earned Egypt US\$3.8 billion from January to December last year, and is among the country's largest foreign currency earners.



Thousands catch historic Sydney ship crossing

Thousands of people have crammed Sydney Harbour's foreshores to see the historic crossing of the world's largest cruise liner, the **Queen Mary II**, and her smaller sister the **Queen Elizabeth II**.

The crossing of the 23-story **Queen Mary II** and the **Queen Elizabeth II** this evening has caused traffic gridlock for peak-time commuters in the city.

Spectators have flocked into the city throughout the day to get a glimpse of the **Queen Mary II**. New South Wales Transport Minister John Watkins says the interest in today's event has taken everyone by surprise.



The **QUEEN ELIZABETH II** seen arriving in Sydney

Photo : Martin Grant ©

"There are very large numbers in the CBD tonight," he said. We're urging people to be patient and a little bit tolerant of others." The **Queen Mary II** is too big to fit under the Harbour Bridge or to dock at Circular Quay.

The ocean liner will leave Sydney about 11pm AEDT en route for Hong Kong.

Recovery for Seafrance

French cross-Channel ferry operator Seafrance witnessed a remarkable business recovery in 2006 after a disastrous 2005. Even though the group is not yet in a position to disclose its financial results, Eudes Riblier, the company's chairman, said the results would be quite good. "Seafrance is much better and has witnessed a remarkable recovery recently", Riblier said. The company says it has seen an improvement of business in all sectors. Passengers were up by a strong 11% at 3.5M, car numbers carried were up 7.7 per cent at 650,000 units, trucks were up 12% at 765,000 and bus numbers grew by 14% to 22,000. The results registered in the passenger sector are all the more remarkable as the global market was generally regarded as stagnant. Seafrance says it has started regaining passengers from low-cost airlines and that its financial situation will allow it to re-launch a fleet renewal programme. The company was recently rumoured to be considering ordering a giant and new-concept ferry for the Calais/Dover route.

Golar sells LNG newbuild to Angelicoussis

Golar LNG has announced an agreement to sell its existing interest in a 145,700 cu.m LNG newbuilding at Daewoo Shipbuilding and Marine Engineering (DSME hull number 22440).

It is being sold to Maran Gas--part of the Angelicoussis Shipping Group--for the gross consideration of approximately \$92.5 million. Golar LNG says this represents an implicit vessel price of \$201 million.

Golar estimates its book cost of investment in the vessel at completion of the sale will be approximately \$51.5 million and that the sale represents a significant return on investment for shareholders.

"In view of the fact that the company has a number of open vessels exposed to the spot market and the company's investment plans in respect of its various LNG infrastructure projects," says Golar, "this transaction is seen as an opportunity to strengthen the Company's balance sheet as well as realize a significant profit whilst not significantly reducing the company's future business potential."

RIVER BARONESS SAFELY DELIVERED



Last weekend the Rivercruisevessel "**River Baroness**" of Uniworld has been delivered in Le Havre. The transport was fixed by **WorldWise Marine Brokers** with Eide Marine Services on their dockvessel **Eide Transporter**.

Warranty Surveyor was **Bureau Vogtschmidt**. Agency in Rotterdam for departure was handled by **Royal Dirkzwager**.

The loading and discharge operations were without events since the **Eide Transporter** submerges horizontally so it is a completely controlled operation from start to finish.

APL'S PHILIPPINE SERVICE

SINGAPORE-based Neptune Orient Lines' container shipping business APL is launching a twice-weekly service connecting Philippines ports with hubs at Taiwan and Singapore. The Mindanao Express (MDX) will provide a 700-TEU weekly capacity increase for cargo moving from the region of Mindanao and other key Philippines locations before connecting with APL's global service network. Three dedicated vessels of between 700 and 850 TEU capacity will make twice-weekly calls to the ports of Bugo and Davao, also calling at Cagayan and General Santos, before connecting via Singapore and Taiwan to destinations in Asia, Europe and North America.

Launching the service, Jim McAdam APL's President Asia-Middle East, said: "The MDX represents the second phase of our Mindanao expansion. It substantially improves our ability to serve this fast-growing economy, and to maintain our leadership position throughout the Philippines."



The **SEAWELL** seen enroute Rotterdam
Photo : Jan Oosterboer ©

Rotterdam Sets Limits for Empties

The sharp increase of container flows is putting so much pressure on facilities at the ECT Delta Terminal in Rotterdam that no empty containers can be accepted for the time being.

APM Terminal Rotterdam and terminals in Hamburg have already set limits on the acceptance of empty containers.

No restrictions have been set on loaded import containers, although these containers are stored outside the immediate operational area of the terminal after 14 days.

The measures are necessary to reduce the massive increase in the average time containers spend in the port and hence improve the flow.

ECT hopes to let in (limited) quantities of empties again after 2 to 4 weeks, told SeaNews Minco van Heezen, press officer of the Port of Rotterdam Authority. Last Friday, ECT informed the shipping companies and hinterland carriers of the restrictions by e-mail.

The company also explained its decision during a meeting with representatives of the Association of Rotterdam Shipbrokers and Agents (the shipping sector, VRC) and the Port of Rotterdam Authority.

Empty containers are still accepted in Rotterdam for storage at the specialised depots beyond the terminals. It is impossible to say at present if they will have enough capacity to bridge the 2 to 4 week period. Storage capacity in the hinterland will probably also be needed.

Port Authority CEO Hans Smits commented: "Due to the growth spurt in the European economy, the increase in containers far exceeds the 10-15% expansion in terminal capacity. It's down to imports from the Far East and South America, but also increasing German and Dutch exports".

"In addition, there has been a massive increase in numbers of empty containers. Normally speaking, Rotterdam is already the main collection point in Western Europe for these containers. With the increase in our activities in the Baltic region, the return flow from there has increased proportionately".

"The restrictions in Hamburg also resulted in a shift to Rotterdam. On top of these underlying causes, there were temporary disruptions due to the storm and action by customs staff. Finally, less terminal staff are available during the holiday period, which began yesterday." "The cumulative effect already led to serious handling problems in the past three weeks. To avoid things getting even worse, tough action was needed. The Port Authority will support this where possible. We are looking for a possible (partial) emergency solution, in consultation with ECT, but the space outside the terminal is limited and nothing can be done about that."

MOVEMENTS

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The **AMANDA** seen in Rotterdam-Europoort

Photo : **Frans Bausch** ©



The **SHERAKAN** was spotted in St.Thomas
Photo : Jan van den Nouland – Maasdam ©



The **SMIT MERSEY** seen during bollard pull tests in Rotterdam-Caland canal
Photo : Arie Verheij ©



The **ELBE HIGHWAY** seen at the river Tyne
Photo : Kevin Blair ©



The **FAIRMOUNT SHERPA** seen arriving in Rotterdam – Photo : Ger Leepel ©

AIRCRAFT / AIRPORT NEWS

Zes VLM-vluchten naar London City Airport geschrapt

De Vlaamse luchtvaartmaatschappij VLM Airlines heeft dinsdagmiddag zes vluchten uit Brussel en Antwerpen richting Londen moeten schrappen. De landingsbaan van de luchthaven London City Airport werd gesloten na een incident met een vliegtuig van CityJet, een filiaal van Air France-KLM.

De baan van London City Airport werd dinsdagochtend gesloten toen "minstens één band" van het CityJet-toestel ontplofte. Het vliegtuig met zestig inzittenden kon veilig landen.

"De eerste ochtendrotatie heeft nog kunnen plaatsvinden, maar sindsdien zijn alle toestellen in Londen geblokkeerd", luidt het dinsdagnamiddag bij VLM.

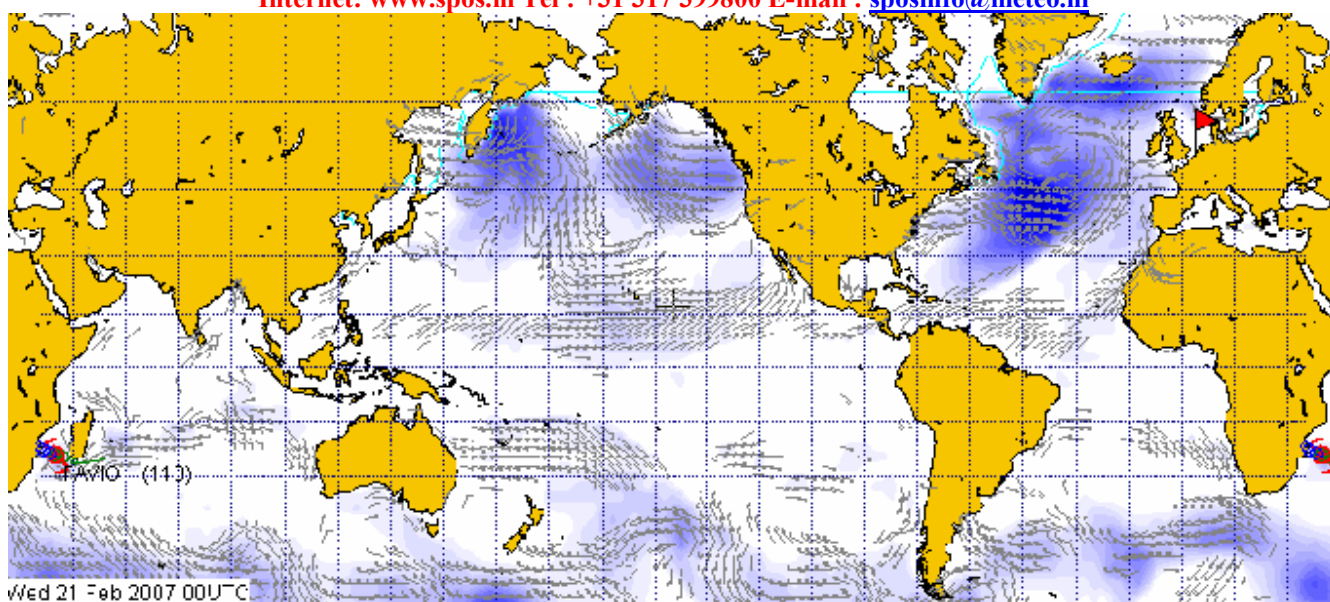
Er werden tot nu toe drie vluchten vanuit Brussel en drie vluchten vanuit Antwerpen geschrapt. VLM hoopt dinsdag de geplande avondvluchten nog te kunnen uitvoeren en in Londen gestrande reizigers zoveel mogelijk terug te brengen.

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



The **CLUB MED 2** seen departing from Willemstad (Curacao)

Photo : Els Kroon ©

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