

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 246



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The Russian tug **VZMORYE** seen departing from Rotterdam with the **SMITBARGE 2**
Photo : Piet Sinke ©

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**THE NEXT FEW WEEKS THE SHIPPINGNEWSCLIPPINGS WILL BE PUBLISHED
IRREGULARLY DUE TO TRAVELLING AND WORKS ABROAD**

EVENTS, INCIDENTS & OPERATIONS



HAL's **VOLENDAM** seen docked in Oranjestad (Aruba) – Photo via Capt. Fred Eversen – Master **VOLENDAM**

10 YEARS ANGLO-DUTCH SHIPBROKERS



Last Friday the first 10 years of **ANGLO-DUTCH SHIPBROKERS** was celebrated in Antwerp, with about 80 persons, consisting out of business partners, clients and friends an excellent diner was served at the **STELLA MARIS** in Antwerp, afterwards the whole group was transported by bus to the **SPORTPALEIS** where the "**NIGHT OF THE PROMS**" was visited inclusive drinks and food, the evening was concluded around 01:00 AM after which everybody was transported back to the hotels.

Madeleine Kooy and **Malcolm Symonds** and last but not least **William**, thanks for the great evening and up to the next 10 years !!

Anglo Dutch Shipbrokers was established in October 1997 by **Mrs. Madeleine Kooy** and **Mr. Malcolm Symonds**, who have been specialised in the field of Sale and Purchase, (second hand as well as new buildings) Financing and Valuation of marine tonnage, ranging from sea river vessels up to the largest vessels afloat for a combined total of over 50 years, not only in Belgium and the Netherlands but also worldwide.

Anglo Dutch Shipbrokers are Sworn Shipbrokers (before the Court of Rotterdam), and are dedicated to upholding the respectability and continuation of our profession, and you can rest assured that they will handle any task set to us in a competent, trustworthy and responsible manner.

Anglo Dutch Shipbrokers have over the years, established a substantial clientele base covering all fields of the shipping world together with a very good mutual cooperation with other broking houses/companies as well as shipyards, banks, insurance companies etc, throughout the world, which enables us to supply what we consider to be as complete as possible service to our principals. Anglo Dutch are also able to offer the possibility of Ship Inspections, Registrations, Chartering, Chandlery, Spare parts, Bunkers etc via their worldwide network.

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Since opening our doors in 1997 **Anglo Dutch Shipbrokers** have been instrumental in the sales/purchases of something in the region of 300 vessels, ranging in size from small coasters up to Panamax Bulklers for further trading as well as demolition. Their valuation base has grown substantially over the years, and include among others major institutions such as ABN-Amro, Rabo Bank, Nedship, Finship, ING, Finans Bank, The State of Ukraine, The State of Bulgaria, The Netherlands Navy, Noble Denton Associates, Caterpillar Financial and, on an average value something like 500-600 vessels a year.

In order to service their clients, who among numerous others include leading names as Wagenborg, Genchart, Carrisbroke, Oost Atlantic Line, Amasus, The State of Ukraine, **Anglo Dutch Shipbrokers** is using one of the leading specialized computer programs, developed specifically for the field of business, incorporating a database of some 35,000 vessels (from Lloyds Register), fast communications via fax, telex, email etc. which has enabled them to respond to our clients demands in a quick and efficient manner.



The **NORDNES** seen loading stones in Slovag (Norway)

Photo : Marc van der Stok ©



KUISEB refloated at Beira



The Unicorn Shipping bulker **KUISEB** (18,964-gt) went aground on one of Beira's notorious sandbanks Thursday morning after dragging on her anchor.

Photo : SHIPHOTO INTERNATIONAL ©

The ship recently completed dry docking in China and carried a cargo of fertiliser back to Africa, making scheduled calls first at Durban to discharge some heavy equipment and then to Maputo to discharge the fertiliser before heading for Beira to unload the balance.

With the advent of high tide later in the day the ship was able to float off by herself and has since moved to the outer anchorage to await arrival of divers from South Africa later Friday morning,

who will make an underwater inspection of the ship. There was no apparent indication of damage or water ingress at this stage.

Once the remaining fertiliser in the ship's holds has been discharged at Beira Kuiseb will return to her normal duties on the 'salt run' delivering salt from Walvis Bay to Richards Bay and frequently carrying a cargo of sugar on her return to Namibia. **Source : ports.co.za**

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Van Vollenhoven naar Hoek van Holland

Pieter van Vollenhoven komt zaterdag 3 november naar Hoek van Holland om de vrijwilligers van de Koninklijke Nederlands Redding Maatschappij te ondersteunen bij een oefening. De echtgenoot van **Prinses Margriet** komt in het kader van **Make a Difference Day**.

Op deze dag worden diverse vrijwillige activiteiten ontplooit. Zoals gebruikelijk oefenen de KNRM'ers op zaterdag, en op deze oefentocht gaat **Pieter van Vollenhoven** mee op oefening. Op deze dag staat gepland dat er geoefend gaat worden met de overname van een patiënt op volle zee en Man Over Boord. Ook **Pieter van Vollenhoven** zal dan als een van de vrijwilligers een taak toebedeeld krijgen en zich als opstapper moeten profileren.

De reddingboot **Jeanine Parqui** van de KNRM zal om 10.00 uur vertrekken uit de Berghaven en om 13.00 uur weer aanmeren. **Make a Difference Day** is een landelijk actie om meer aandacht te vragen voor vrijwillige activiteiten en klussen. Personen die willen meewerken kunnen terecht op de website van de organisatie. **Source : KNRM Hoek van Holland**



2 Rotterdam boatmen of the Rotterdam Boatman Association (KRVE) seen working in the Waalhaven
Photo : Piet Sinke ©

Tanker safety is a top, no way for negligence

Russian oil is shipped mainly from the European ports, and shipping routes lie in the busiest navigation areas of the world. Besides, these areas are closed basins, such as Baltic, Black or Mediterranean seas, therefore even small to middle sized tanker accident is more than enough to create an ecological disaster of catastrophic proportions.

All these areas and routes are in Europe, where environmental issues have been a problem of vital importance for a long time, while for Russians, it must be confessed, environmental issues are still something of a second thought. The Europeans regard transportation of oil as they earlier regarded deployment of nuclear weapons, being on the alert for slightest omissions and the risks involved.

The problem of safe shipping is very complex and demands joint efforts and cooperation of all parties and countries involved, and frankly, it is harrassed more by european bureocracy, than by russian sloppiness.

Europeans assume, that the safety issue of oil shipping from Russian ports is not a matter of priority for Russia. So to say, what can we expect from those bears? If they pollute the whole Baltic with oil, they will go on with it, with as much as maybe excuses. It's a different story how Russian oil companies, tanker ship-owners and seamen ensure the safety. It is worth noting, though, that russian tanker shipping, if we talk about Novoship or Sovcomflot, or Prisco, is up to highest safety standarts. Still, there are more than enough third party charterers and third party fleet, and in fact, they are the real source of potential danger.

But for Russia, problem lies with European public opinion, how to demonstrate russian good will and due diligence in safety issues. No matter how Russia treats it's own environment, oil and gas are different story. Because oil majors fully recognize the importance not of safety only, but of due legal framing as well – i.e. Europeans, whether business partners, buyers of oil and gas, or public, should be assured, that shipping is as safe, as it's possible, that safety standarts are up to any reasonable level.

To ensure this, Russian oil industry brought in well-known vetting services, recongized by industry and legal bodies as international standarts of safety of oil and gas transportation.

The two principal vetting schemes are the Oil Companies International Marine Forum Ship Inspection Report (OCIMF-SIRE) program for oil tankers and the Chemical Distribution Industry (CDI) program for chemical tankers and gas carriers. Now vetting has moved into other sectors: for example the CDI and OCIMF operate barge inspection programs, the CDI have also expanded into terminal vetting, MPC (marine packaged cargo -container ships) and a bulk carrier scheme is soon to be up and running.

Until recently, Russian oil companies and sea terminals were not represented in OCIMF and did not take part in improving of safety standards in oil shipping. It all started in Russia only in 2006, when Lukoil first introduced a vetting system into russian oil shipping. Ship owners and traders use vetting more widely, and now russian terminals vote for vetting, too. Recently the Primorsk Oil Trade Port and Tanker Vetting Service Ltd, the first and only vetting company in Russia, have signed a contract on introducing vetting system into all cargo operations taking place in the Primorsk Oil Trade Port.

Russia may be well behind Europe in general perception of environmental issues, but Russia is progressing, and one of the sectors, where Russia up to any demand and expectations, is shipping of oil and gas. To put it other way, Russia is all too dependent on oil and gas export, to let a luxury of safety negligence. **Source : Mike Voitenko**



Capt Dirk van Wolveren seen assisting with the **SMIT ELBE** the car carrier **QUEEN ACE** during the passage of the Caland Bridge - **Photo : Harry van den Berg ©**

Tugs fail to refloat marooned Maltese ship

A 25,000 TONNE Maltese-registered cargo vessel was grounded on a sandbank in the Firth of Clyde yesterday.

Three tugs spent almost three hours trying to refloat the **Ocean Light**, which was carrying animal feed, with no success. There are believed to be around 23 people on board the **Ocean Light**, which is 196 metres long.

No one was injured. A second attempt to refloat the vessel, which is stranded off Dumbarton Castle in the Clyde, was due to be made on the high tide at about 2am.

The coastguard, who was alerted shortly after 1.30pm, said it was not yet sure how much the ship would list as the tide went out. Once it is afloat again the vessel will be taken to Greenock Ocean Terminal to assess whether it has been damaged. Tarik Yassin, watch manager at the Clyde Maritime Rescue Coordination Centre, said: "We believe there are 23 persons on board the carrier, which was shipping maize, soya and citrus pulp pellets in bulk to Hamburg.

"Currently our priority is to ensure that there is no damage sustained that might put the safety of the vessel and its crew at risk."

Police boats had also been called to the scene. A spokesman for the Scottish Environment Protection Agency [SEPA] said there was no indication of any pollution and that the coastguard would keep them informed of progress.

Bradley Mitchell, who watched the rescue efforts from the shore said: "It looks like they've got a real job on their hands, the tide is going out and it will be hard to stabilise the vessel. You can see more and more of the vessel on the starboard side as the tide goes out." **Source : The Scotsman**

ROCK & ROLL IN WASHINGTON

On Thursday October 18th Western Washington was hit with a 50+ MPH wind storm. Here are my pictures of the event. I made my way down to the Mukilteo Lighthouse Park where I witnessed the Mukilteo to Clinton ferry taking a pounding.



These Issaquah 130 Class ferries are over 300 feet long and 78 feet wide and 2477 tons unloaded.....

I'll start with some Rock & Roll..

Ok, here's one for you Long Flume lovers...

During storms like this the crew plots a course which puts the ferry in the least vulnerable position, but at some point they have to change course, and when they did Puget Sound made up for lost time.



After this run the ferry system stopped running at full capacity and ran 1/2 empty for the rest of the night.

Note that there are no longer cars visible in the last shot. I'm sure they were washed into the cars behind them

Source : Unknown – just received by e-mail

Foundation of international association on ship recycling

Representatives of the shipping industry have founded a global association on ship recycling: the International Ship Recycling Association (I.S.R.A.). At the date of foundation two Chinese, six Turkish, a Dutch and an American yard, together with the national Ship Association of Turkey have applied for membership.

So far ship recycling yards have never been involved in international legislation. According to Mrs Liu Guohong, chairman of the I.S.R.A., it is important to handle ship recycling on a global scale. "With the foundation of the I.S.R.A. we can start to work on the international legislation of this important issue in our industry. As responsible ship

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recyclers we can join our forces against the dreadful practices of countries that allow beaching methods. We want this organisation to bring a voice to the IMO. We want to show the world, things can be done in a green, high-quality way and there can still be return and it is good business.”

The association strives to promote the exchange of knowledge, experience, ideas, novelties and training programs. I.S.R.A. will also promote worldwide ship dismantling at a high environmentally sound and technical level. The members agree to have their yards certified to the latest standards. I.S.R.A. will also pursue the membership of yards in the developing countries. These yards must accept the I.S.R.A. guidelines and be willing to make investments for upgrading their yards to the required level. Furthermore I.S.R.A. will show alternatives for beaching vessels. The protection of the return of investments for its members will also be looked upon. Another important goal is to change the image of the dismantling industry and make ship recycling more attractive to shipowners.

The association is to be founded in The Netherlands under Dutch law. The secretariat will be located in The Hague and the annual meetings will take place in member states or in The Hague. The following yards have successfully applied for membership of ISRA:

Chine Jiang Xiajiang Changjiang Shiprepair Yard and Zhongxin Ship Recycling & Steel Co. (both from China), OGe Gemi Sokum, Cemas Celik, Leyal Ship Recycling, Adem Simsek & Simsekler Group, Demtas and Dortel Ship Recycling Limited & Co. (all from Turkey), Sparrows Point Shipyard (US) and Scheepsloperij Nederland BV (The Netherlands). Source : I.S.R.A - text : Cor Radings

CASUALTY REPORTING



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FASE TOWED TO FLUSHING

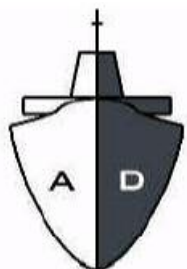


The tug **SCHOUWENBANK** towed the **FASE** which encountered engine problems from the A1 buoy to Flushing
Photo : Capt. Leo Planken ©

NAVY NEWS

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The **HMS PORTLAND** visited Willemstad (Curacao) - Photo : Joop Kooijman ©

Nuclear sub commander loses job amid misconduct probe

The commander of the nuclear-powered submarine **USS Hampton** has been relieved of his command amid an inquiry into misconduct by crew members, the U.S. Navy said Friday.

Cmdr. Michael B. Portland lost his post "due to a loss of confidence in his ability to command," the Navy said in a statement. Cmdr. William J. Houston will replace Portland.

The crew neither maintained inspection records nor conducted the required inspection of chemical levels associated with the cooling system of the ship's nuclear reactor, Navy officials said. The crew then went back and falsified existing records to make it appear the work had been done.

"There is not, and never was, any danger to the crew or the public," the Navy said. Portland's demotion brings to 10 the number of people relieved of duty on the submarine in the wake of the misconduct probe.

Six personnel have been punished for forging inspection records for the cooling system, the Navy officials said Monday. Those six -- one officer and five enlisted personnel -- received a "nonjudicial punishment" after other Navy personnel discovered their actions, the officials said.

The Navy said Friday that one officer and two enlisted crew members have been temporarily reassigned to Submarine Squadron 11. Portland also will be temporarily reassigned to that squadron.

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The misconduct was discovered September 17 but not made public until after completion of an initial inquiry.

A fact-finding investigation is under way, and further action against Navy crew members is possible, a Navy official said. The Hampton remains in port in San Diego, California. In all, the \$900 million vessel's crew includes 13 officers and 116 enlisted personnel. **Source : [edition.cnn](#)**



The **M 915 ASTER** seen arriving for repairs in Antwerp
Photo : Wesley Vercruysse ©

USS Ohio Departs for Maiden Deployment

USS Ohio (SSGN 726) departed from Naval Base (NB) Kitsap, Bremerton delta pier for her maiden deployment as a guided-missile submarine, Oct. 14. Ohio was recently converted from a ballistic missile submarine to a guided-missile submarine and was the first of four in its class to undergo the conversion.

"Today is a very special day for the Sailors on board the **USS Ohio** and this marks a major installment for the nation," said Rear Adm. Frank M. Drennan, commander Submarine Group TRIDENT. "We took a covert platform with immense volume and created a base at sea for special operations forces."

In December, Ohio completed its conversion to a guided-missile submarine and is now capable of hauling more than 150 Tomahawk cruise missiles and more than 60 special operations force members for extended periods of time. This conversion is a colossal step forward in the Navy's ability to continue to provide a forward deployed presence.

"We made a pledge to the nation five years ago and today, we proved our promise to revolutionize an old platform and transform it to something that's more relevant with more capabilities and additional striking power," said Drennan.

"I feel great to be part of the newest and greatest submarine in the fleet," said Fire Control Technician 3rd Class (SS) Nathaniel Couch. "This is an amazing submarine and a very valuable tool for the Navy."

The new and improved submarine platform provides national decision makers with robust conventional missile strike capabilities and the ability to embark, deploy and provide command and control functions for special operations forces.

Ohio was the first Trident submarine ever built. The ship entered Puget Sound Naval Shipyard, Nov. 15, 2002.

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USS Michigan (SSGN 727) and **USS Florida (SSGN 728)** have also completed their conversion process and are in the testing and certification phase. **USS Georgia (SSGN 729)** is scheduled to complete its conversion later this year.

"This submarine was the first SSBN submarine in our fleet years ago and she's always been number one," said Drennan. "Today, once again, she is back to being number one." **Source : MarineLink**

SHIPYARD NEWS

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The hull of the **TRITON**, newbuilding 65 ton BP Rampart 3200 tug for **ISKES tugs** in IJmuiden, seen under construction at the Dearsan Yard in Tuzla (Turkey).

Photo : Hans van der Ster ©

BAE to upgrade San Francisco dry dock to take mega cruise ships

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The Port of San Francisco, Princess Cruises, and BAE Systems San Francisco Ship Repair have reached an agreement that will secure San Francisco's position as the only ship repair port on the U.S. West Coast able to accommodate and service the largest cruise ships in the region.

Princess Cruises and BAE Systems will invest \$5 million to upgrade the port's floating dry dock at Pier 70, making it capable of handling the newest and largest ships presently operating in the Pacific. "San Francisco's origins are as a port city," stated Mayor Gavin Newsom, "and this new contract will greatly benefit the City's maritime industries. It will mean more jobs for the shipyard and its skilled union workers and greater business opportunities for the Port's marine terminals and supporting services. Having more cruise ships in San Francisco will also augment our visitor industry."

Upgrades to San Francisco's floating dry dock, Dry dock No. 2, will include improving the stability of the dock and installation of significant structural reinforcements, making it the largest repair dry dock on the west coast of North and South America.

The investment by Princess Cruises and BAE Systems is very important for San Francisco," stated Port Executive Director, Monique Moyer. "With improved maritime assets, we can compete to attract mega-cruise ships that previously would not homeport on the West Coast, as well as cargo ships, tankers, and military vessels."

As a result of the dry dock expansion, Princess Cruises has reserved the San Francisco facility for scheduled hull repairs and topside renovations on two of its 109,000-ton ships --Star Princess in fall 2008 and Golden Princess in spring 2009. "Princess Cruises has enjoyed a longstanding relationship with San Francisco," stated Dean Brown, Princess Cruises Executive Vice President. "Being able to refit our large ships here on the West Coast is a big advantage for us."

"This agreement allows BAE Systems to increase our West Coast drydocking capacity," said Al Krekich, President of BAE Systems Ship Repair, "and positions us to expand our services to a larger share of the commercial shipping market in the Pacific." **Source : MarineLog**

Three Coastal LNG Ferries Ordered



The ferry **STAVANGERFJORD** is using environmental friendly LNG propulsion

Photo : Piet Sinke ©

Aker Yards signed a contract with Tide Sjø AS for three ferries dedicated to operate the link between Oslo and the peninsula of Nesodden. The ferries will be built in France at Aker Yards, Lorient. The total contract price is approximately EUR 45 million. Construction will start in March next year and all three ferries will be delivered in the first half of 2009 and start operating in July 2009. The three ferries will have a capacity of 600 passengers and will be using environmental friendly LNG propulsion, a technology in which Aker Yards has a strong track record. Recently, five LNG-fuelled ferries were delivered for operation on the west coast of Norway. "This is an important order for Aker Yards on the very active coastal ferries market where we are gaining position," explains Juha Heikinheimo, President of

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Aker Yards, Cruise & Ferries. "Aker Yards has a great potential to serve this market with our 18 yards, high competencies and latest innovations. This contract is a good example on how we utilize competence from one part of the group to the benefit of another." Aker Yards, Lorient has already built eight ferries for Swedish, Greek and French operators. It will be the first ferries using LNG technology for the yard. "Joining the Aker Yards Group has opened a lot of opportunities for this yard, in terms of market and know-how. We want to strengthen our presence on this specific market where the demand is high", comments Arnaud Le Joncour, SVP Sales & Marketing of Aker Yards, Cruise & Ferries. **Source : MarineLink**

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The **NORMAND MASTER** seen in Flushing

Photo : www.maritimephoto.com

Port of Rotterdam box volume up 13% after nine months

The Port of Rotterdam, the largest container facility in Europe, increased its box throughput 13 percent after nine months of 2007 to 8.02 million TEUs.

Rotterdam's total traffic for all types of commodities rose 6.2 percent to 301 million tons. Liquid bulk cargo was up 5.6 percent to 139.1 million tons. General cargo, including containers and roll-on/roll-off traffic, rose 11.5 percent to 96.5 million tons. Dry bulk cargo improved 0.7 percent to 65.9 million tons.

"We'll be passing the 10 million-TEU mark this year, as the first non-Asian port to do so," said Hans Smits, chief executive officer at the Port of Rotterdam Authority.

"Combined with the boom in oil products, the 400 million mark for total throughput is also within reach. As far as I'm concerned, let the chase begin." **Source : americanshipper**



The **SCI VIJAY** seen departing from Rotterdam - **Photo : Tjep van Roon ©**

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The **VOLVOX HOLLANDIA** seen departing from Willemstad bound for Trinidad

Photo : Kees Bustraan ©

Second busiest port: Shanghai may replace HK

Its box volume likely to top 25.5m TEUs in 2007, next only to S'pore's 27.6m. Chinese city Shanghai is expected to overtake Hong Kong as the world's second-busiest container port this year, helped by rising throughput at the multibillion-dollar Yangshan deep-water port, a senior port official said yesterday.

The city port's container volume is expected to top 25.5 million TEUs (twenty-foot equivalent units) this year, lagging only Singapore, whose volume is estimated to be 27.6 million TEUs this year, Xu Peixing, director-general of Shanghai Port Administration, told Reuters on the sidelines of an industry event.

He did not give a full-year estimation for Hong Kong, which moved 17.7 million TEUs of goods in the first nine months, according to statistics provided by the Hong Kong Port Development Council. Shanghai International Port (Group) Co, China's biggest port operator, controls the city port's major assets.

'Yangshan port has played a big role in boosting Shanghai's container volume,' Mr Xu said. 'Its full-year container volume is estimated at 5.8 million TEUs.' Yangshan's capacity was at 4.3 million TEUs as of the end of 2006 when the first two phases were completed. Construction of Phase 3 of the deep-water port is going smoothly, with four additional berths to be in place by the end of this year and three more by the end of 2008, increasing its total number of berths to 16, Mr Xu said.

He added that Phase 3, which would push up the port's handling capacity to 15 million TEUs by 2012, remained open to outside capital but the name list of foreign investors has yet to be finalised. He declined to name the potential investors. But local media has named Singapore's PSA International and French shipping company CMA CGM as potential candidates, along with local players China Ocean Shipping Group and China Shipping (Group). **Source :** **businesstimes**

Van Oord to dredge access channel in India

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Van Oord has been awarded a contract to dredge an access channel to the port of Krishnapatnam on the east coast of India, 180km north of Chennai. The total contract value amounts to more 16 million Euros and the client is Navayuga Engineering Company Ltd of India. The project will commence in the autumn and will take approximately eight months to complete.

The project involves dredging a 16m deep, 10km long access channel. The dredged material will be deposited at sea.

Van Oord will be deploying a trailing hopper suction dredger on the project. The company carries out dredging work in India on a regular basis via its subsidiary Van Oord India Private Ltd, for example maintenance dredging in the ports of Mumbai and Hazira.

Said Van Oord: "Maritime transport, particularly of bulk commodities and containers, is growing rapidly in India. The Krishnapatnam project is another stage in the development of a modern deep-water port that will stimulate economic growth in the Andhra Pradesh, Karnataka and Tamil Nadu regions." **Source : Dredging news online**

Part of Port Rashid faces closure

A major part of Port Rashid, which was the lifeline of Dubai's foreign trade before Jebel Ali Port opened in 1979, may be closed late next year since it cannot accommodate large new-generation container ships.

Industry sources say the port, located between the Palm Deira and The World cluster of man-made islands, has fallen out of favour with shipping companies, which prefer the region's biggest port, Jebel Ali, as their hub.

Two big shipping lines, Evergreen and Cosco, moved to Jebel Ali last March, affecting the port's container business. DP World, the operator of Dubai ports, has been planning to halt container operations at Port Rashid for some time as the port's location close to the city's populated areas creates logistics and traffic problems.

"They have been talking about it but could not do so because Dubai's cargo volume has been increasing every year and the ports have limited capacity. "Now, with Jebel Ali's expansion, they can have all container operations in one port," said a shipping line official. Close to Jebel Ali, Abu Dhabi is developing the massive Khalifa Port that will have both container and general cargo operations. That port will also be operated by DP World.

Another person familiar with DP World's plans said the company could stop using Port Rashid for container traffic in either the third or fourth quarter of 2008. "I cannot confirm that. It all depends on the growth in business, there is no decision yet," DP World UAE's commercial director Tariq Bin Khalifa told Gulf News.

When it officially opened in 1972, Port Rashid was able to accommodate the largest ships of that time, but now it cannot handle the giant new-generation ships. Port Rashid has a draft of up to 13 metres, which is inadequate for vessels with a carrying capacity of more than 6,000 TEUs (twenty-foot equivalent units). Jebel Ali, the port of choice in the region for most shipping companies, has increased its container handling capacity to 11.5 million TEUs under the ongoing \$1.5-billion expansion work. The capacity is set to exceed 14 million TEUs next year.

The expansion of the port involves deepening of the channel up to 17 metres, enabling new generation vessels of 13,000-TEU capacity to call there. The port's quay length will expand by 2.5 kilometres to 7.2 kilometres next year.

Port Rashid is likely to remain open to general cargo vessels and may have more cruise facilities. Dubai is planning a new cruise terminal in the area to support the existing one as the number of cruise tourists continues to rise each year. Next to the port, the government is also developing Dubai Maritime City, a 227-hectare exclusive zone for companies involved all kinds of maritime business from ship repairs to legal services.

Together with Dubai Drydocks, these will create the region's largest maritime services hub. **Source : Gulfnews**

MOVEMENTS



The **FAIRMOUNT GLACIER** seen in IJmuiden – Photo : Joop Marechal ©

AIRCRAFT / AIRPORT NEWS

Staking Air France leidt tot chaos op vliegvelden

De voortdurende staking van cabinepersoneel van luchtvaartmaatschappij Air France heeft dit weekend tot een chaos geleid op de luchthavens van Parijs. Op zondag waren er lange rijen wachtende passagiers. Vooral bij de langeafstandsvluchten was er sprake van grote overlast.

De cabinemedewerkers staken sinds donderdag. De staking vloeit voort uit onenigheid tussen Air France en de vakbonden over salarissen en arbeidsomstandigheden. Volgens de bonden doet ongeveer drie vierde van de 15.000 cabinemedewerkers mee. Maandag zal er ook worden gestaakt.

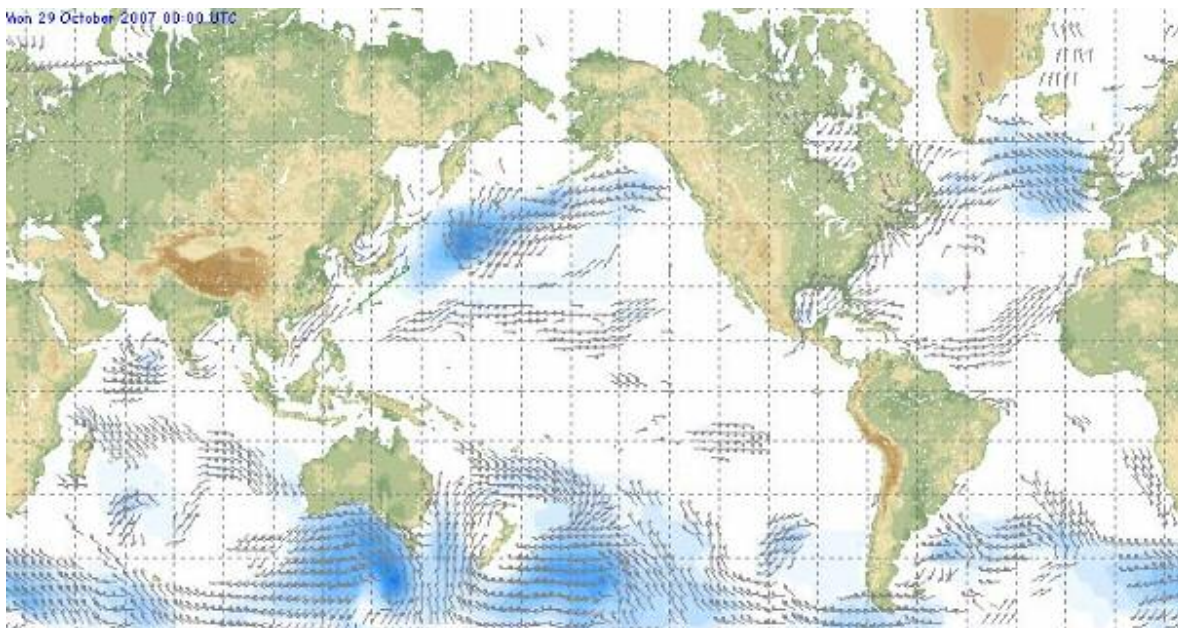
MARINE WEATHER

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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 1000 vessels today.

.... PHOTO OF THE DAY



The Danish tug **BB OCEAN** seen departing from Rotterdam with the **ANNA 4** bound for Lyme Bay
Photo : Piet Sinke ©

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