

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 008



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Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



The Fishing port of Kerteminde (Denmark)
Photo : Bob Kok ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijds@SmitWijds.com

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EVENTS, INCIDENTS & OPERATIONS



The **FR8 ENDEAVOUR** seen outward bound from Rotterdam – Photo : Jan Verhoog ©

Safety harness provided little safety

ASAFETY harness that was not fit for purpose and other unsafe working conditions contributed to an Indonesian seaman falling 24 metres to his death while cleaning the bridge windows of the cruise vessel **Pacific Sun** in Sydney's Darling Harbour last year, the Australian Transport Safety Bureau has reported.

In its investigation report released two weeks ago, the Bureau concluded that the quartermaster was probably in the process of moving the only lanyard from his safety harness from one strong point to another at the time that he lost his footing and fell. The Bureau has called on all ship operators to ensure that the safety harness used by personnel working aloft is appropriate to the particular task and specific design and condition on each vessel.

The incident took place on Feb 5, 2006, after the quartermaster on the '12 to 4' watch was assigned to clean rust streaks from the outside of the port bridge wing. The 56-year-old quartermaster had a total of 15 months' experience on the **Pacific Sun** and over 13 years' service with the ship's operator, P&O Cruises Australia.

The catwalk for cleaning the bridge wing windows comprised a 250mm-wide platform made from three steel bars. A 25mm round grab rail welded onto brackets outside the bridge wing's sides was used by the quartermaster to anchor the lanyard from his safety harness.

Just before the quartermaster started work at 12pm, the duty officer checked his safety harness and issued a work permit. The quartermaster then climbed out onto the catwalk and started work. The quartermaster was familiar with the task, having completed similar work on many previous occasions. About 45 minutes after he started the task on Feb 5, 2006, the quartermaster lost his footing and fell onto the wharf below and died.

The Bureau's investigation revealed a basic vessel design flaw. The catwalk, although meant for use to clean the external surfaces of the bridge wing, did not provide a fully enclosed platform with sure footing on which to stand while working.

Normally, a person standing on such a catwalk would have his weight slightly forward when cleaning windows but because of the outward slope of the bridge wing windows, it is not always possible to do so. But there are times when a person must lean out and the safety harness becomes critical under these circumstances. However the Bureau found that the safety harness provided to the quartermaster in this case was not suitable taking into account all factors, including the design of the bridge wing, the catwalk and grab rail.

After the incident, the harness and lanyard were inspected by the Bureau and were found to be unbroken and still functional. The grab rail and brackets outside the bridge wing were also undamaged. This indicated that the lanyard was not properly connected at the time of the fall.

The Bureau found that the clip on the single lanyard from the safety harness was too small to attach directly onto the grab rail. Instead, the lanyard had to be passed around the rail and then clipped back onto it. However, the strap was so wide that it was difficult to close the clip around the strap unless the strap was curled into the clip. The Bureau found that while it was possible to do all these using one hand, it was far easier to do so using both hands, which increased the risk of a fall while securing the lanyard to the grab rail.

The Bureau also found that once the lanyard was secured, it could not be moved past each bracket that fixed the grab rail to the bridge wing without disconnecting the lanyard and reconnecting the clip past each bracket.

The fact that it is difficult to fasten the clip with one hand possibly encouraged the use of two hands to unclip, move and re-secure the lanyard, which meant that for this critical period the quartermaster probably neither had a secured lanyard nor a hand free to hold onto the grab rail, the Bureau concluded.

The Bureau acknowledged that no international standard exists for the design and construction of catwalks for working outside bridge wings but noted in its report that the design and construction of catwalks must meet classification society approval.

Since the incident the vessel's operators have amended their safety instructions to require any person working aloft, who is required to move from one point to another, such as on a catwalk, to use a safety harness with two lanyards, with at least one lanyard securely attached at all times.

1 Russian, 1 Ukrainian dead after poisoning on ship in Ukraine

Two sailors, including one Russian, from a cargo ship died and eight were hospitalized with poisoning, apparently caused by a chemical reaction, off Ukraine's Black Sea coast, emergencies services said Saturday.

The Odisk, registered in Sierra Leone, was carrying about 2,000 metric tons of ferromanganese silicon from Ukraine to Turkey, Ukraine's Emergency Situations Ministry said.

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A chemical reaction is believed to have started after rainwater got in touch with the alloy, used in metallurgy, in the Ukrainian port of Kerch during shipment, which provoked a poisonous gas to appear and kill a Russian and a Ukrainian.

The ship captain asked for help Friday. He said the crewmembers were poisoned by an unknown substance. Emergencies services said there was no danger to the population after the ship was anchored not far from the coast. An investigation is underway.



The **TRANSHELF** loaded with the **MAERSK GUARDIAN** seen arriving in Rotterdam-Europoort
Photo : Marco Breen ©



The National Lifeboat Museum Dorus Rijkers

The Dutch lifeboat service through the ages and the safety aspects on the waters are at the centre of attention in this museum. The Lifeboat Museum is named after a well known rescuer of Den Helder who was named Dorus Rijkers (1847-1928). Next to the lifesaving company KNRM, attention is also paid to other organisations that undertake rescue work. Original lifeboats, ship models, scale models, paintings, pictures, distinctions, life-saving equipment and films are being displayed. The simulation of a lifeboat at full sea is really nice.



The beach launched lifeboat **UBBO** was based at the Dutch coastal village **Egmond aan Zee**, the boat is now a part of the collection of the **National Lifeboat Museum Dorus Rijkers** in Den Helder

Photo : Piet Sinke ©

The Dutch have a love-hate relationship with the sea. They are a maritime nation and many owe their living to its waters. Yet the North Sea has an inhospitable coastline with few harbours and many shallows and a wind that often blows onshore. Skippers seeking shelter between Den Helder and the Hook of Holland are directed to Scheveningen or IJmuiden. Neither harbour is easy to enter during a storm and ships can easily come to grief. Some blame the sea for all maritime disasters. Yet the real culprit is the weather. Cirrus clouds are often the first sign of a storm or a swelling

sea and the harder the wind blows and the greater the distance over which it has free play, the higher the waves. A north-westerly storm is more dangerous to ships in the Dutch seas than any other.

Prior to the establishment of rescue organisations in the Netherlands, very little was done to save the passengers and crews of stranded ships from drowning. The coastal dwellers held the view that those who were involved in shipwreck were doomed anyway. In 1529 emperor Charles V took the first steps which led to the introduction of new laws, with the intention of helping survivors of shipwreck. It was not until 1824 that two Dutch Lifeboat Associations were founded after a terrible storm which left seventeen ships wrecked off the Dutch shores. In 1991 the two Associations were amalgamated into the 'Royal Dutch Lifeboat Association' (KNRM). The aims of the Lifeboat Service are, and has always been; the saving of lives from water, the furnishing of specially built and equipped lifeboats, the provision of suitable equipment for the lifeboat crews etc. etc.

National Lifeboat Museum Dorus Rijkers

**Willemsoord 60G
1781 AS Den Helder
The Netherlands**

Open

1 April to 31 October Monday to Sunday 10.00-17.00 hrs.
1 November to 7 January Tuesday to Sunday 10.00-17.00 hrs.
Closed 25 December and 1 January.

Closed 8 January to 31 March 2007.

Kapitein koppelverband gokte mis bij Zwijndrechtse brug

De kapitein van het containerkoppelverband **Estate**, dat woensdagavond rond 20:30 uur tegen de Zwijndrechtse brug voer, heeft de gok genomen dat hij onder de brug door kon. Hij wilde niet wachten tot de spoorbrug om 21:15 uur open zou gaan. Dat bericht het AD aan de hand van politieverklaringen. Door de aanvaring was het spoorverkeer tussen Zwijndrecht en Dordrecht anderhalf uur gestremd, de scheepvaart op de Oude Maas tot donderdagmorgen 07:15 uur. Van de bak voor het schip schoven vijf containers het water in.

Volgens de waterpolitie van het Korps Landelijke Politie Diensten (KLPD) kwam het schip 'voorzichtig en met weinig vaart' aanvaren. 'Om te kijken of het kon', specificieert een woordvoerder van de KLPD in het AD. Toen het schip al een eind onder de brug was, ging het alsnog fout. De lading containers bleek te hoog. Vijf bakken verdwenen in de Oude Maas. 'Je zou het zo kunnen uitleggen dat de schipper een gok heeft genomen', zegt de woordvoerder. De schipper wist verder dat de spoorbrug om 21.15 uur zou opengaan, een vast tijdstip. 'Daar wilde hij niet op wachten', aldus de zegsman. Het 110 meter lange schip schampte ongeveer een uur eerder de spoorbrug.

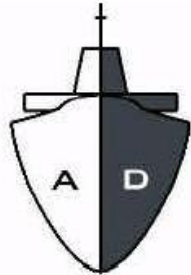
De KLPD maakt proces-verbaal op, justitie besluit of ze tot vervolging overgaat. De vier lagen containers (high cubes) staken 11 meter hoog, de ruimte onder de brug was slechts 10,88 meter. Voor eigenaar H. van Dort was het op RTV Rijnmond nog gissen naar de oorzaak: 'Ze waren onder de eerste brug door en hoorden van Rijkswaterstaat op de brug: de tweede is hoger. Daar heeft de kapitein op gereageerd, van nou dan gaat het lukken. En op de één of andere manier, door een golf of een zuiging... Ik weet het niet...' Het schip voer met geringe snelheid tegen de brug. De bovenste containers schoven eraf. De containers waren leeg. Er waren geen gewonden, ook het schip heeft weinig schade. Door de aanvaring brak de duwbak **Estate II** los van de **Estate**. Koppeldraden kwam in de kopschroef van het schip en bemoeilijkten daarna het manoeuvreren.

Een radarsysteem bij de Zwijndrechtse brug moet in de toekomst voorkomen dat schepen het bouwwerk rammen, meldt het AD. Het kan echter nog jaren duren voor deze vorm van hoogtemeting bij vaartuigen wordt toegepast, omdat de ontwikkeling van het 'ingewikkelde systeem' door Rijkswaterstaat erg traag verloopt.

NAVY NEWS

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ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be



The British Type 45 destroyer **DAUNTLESS** seen under construction

Photo : Ian Denton ©

USS Stennis To Deploy in Mid-January

The Bremerton-based aircraft carrier **USS John C. Stennis** and its 3,200 sailors and officers are scheduled to deploy within a couple of weeks, according to a Navy spokesman.

Stennis spokesman Lt. John Perkins said Thursday that the carrier is scheduled to deploy in mid-January.

It is tentatively scheduled to return after seven months, Perkins said. The Associated Press reported that an anonymous Pentagon source said the carrier will depart for the Persian Gulf region in a naval buildup aimed partly as a warning to Iran.

Officials decided to send the **USS Stennis strike group** in addition to a carrier group already in the region on a request late last year from the U.S. Central Command, the military unit in charge of activities there as well as the wars in Iraq and Afghanistan, a senior Pentagon official said Thursday.

He spoke on condition of anonymity because the Defense Department prefers not to publicly announce upcoming ship movements for security reasons.

Pentagon officials said last month that the extra ships would serve as a show of force to Iran, at odds with the United States over its nuclear program and alleged support of violence in Iraq.

They said the ships also would be available to help in the ongoing wars in Afghanistan and Iraq -- and possibly nearby in Indian Ocean waters off the coast of Somalia, a lawless nation that authorities say has been a haven for Islamic radicals.

Perkins said the carrier could be deployed in the Pacific or Indian oceans, or the Gulf region, depending on the Navy's needs.

Chinese Call for Powerful Navy

With China's intentions to build a powerful, combat-ready navy out of the bag, are we seeing the start of an Asian arms race?

The Chinese dragon is preparing to expand its navy and, it appears, to fight a war.

Chinese President Hu Jintao has called on China to build a powerful navy to undergird its growing regional and international clout. Speaking at a Communist Party meeting of the Navy on December 27, Jintao said the Navy must be combat-ready and able to meet the "historical mission in this new century and at this new stage."

Reuters reported December 28, "China's naval expansion includes a growing submarine fleet and new ships with 'blue water' capability, fueling fears in the United States that its military could alter the balance of power in Asia with consequences for Taiwan."



President Hu said, "We should make sound preparations for military struggles and ensure that the forces can effectively carry out missions at any time." There are two prevailing issues for which Hu could be gearing up the Navy. The first is his nation's over-reliance on oil imports.

According to the Energy Information Administration (eia), which keeps track of official energy statistics for the U.S. government, China was expected to account for 38 percent of world oil demand increase in 2006; currently, China's demand is second only to the United States. To ensure that safe transport of this economic lifeblood continues, China has secured trading routes and access to ports from the Middle East and around the world. To protect these trade routes, China needs a combat-ready navy.

The second military struggle, and "historical mission" Jintao could be referring to, is the conquest of Taiwan.

China views Taiwan as a renegade Chinese territory. Beijing has threatened to use force against Taiwan if it formally declares independence, and appears to be developing the muscle to back the words up. Any designs on Taiwan would have to include preparing for the possible involvement of the United States, which has stated it would defend Taiwan from any Chinese aggression. Again, to conquer Taiwan would require a powerful, combat-ready navy.

A report prepared for the U.S. government by the United States Congressional Research Service notes, "Observers believe a near-term focus of China's military modernization is to field a force that can succeed in a short-duration conflict with Taiwan and act as an anti-access force to deter U.S. intervention or delay the arrival of U.S. forces, particularly naval and air forces, in such a conflict. Some analysts speculate that China may attain (or believe that it has attained) a capable maritime anti-access force, or elements of it, by about 2010. Other observers believe this will happen later. Potential broader or longer-term goals of China's naval modernization include asserting China's regional military leadership and protecting China's maritime territorial, economic and energy interests."

However, China's building a powerful combat-ready navy will not come without regional consequences.

How China's modernization will impact its most powerful regional neighbor, Japan, remains to be seen. Many in Japan still view China as an enemy. The Associated Press recently wrote, "Japan's Defense Agency lists China's military expansion as a top security concern in the region. Chinese defense spending has jumped by double-digit percentages since the early 1990s, and Japanese Foreign Minister Taro Aso has repeatedly called China a threat—drawing angry protests from Beijing."

Historically, and to date, Japan has retained Asia's most formidable navy for the same reasons China wishes to build its own: regional supremacy, dependence on mercantile trade, and importing oil to sustain its economy. For its part, Japan has little to no domestic oil or natural gas reserves, and according to the eia, in 2005 it was the second-largest net importer of crude oil in the world and third-largest oil consumer, behind the United States and China.

While it might be expected that Japan would view China's naval build-up as a regional threat to its own naval supremacy, recent cooperation between the two countries demonstrates their growing mutual willingness to bury old hatchets and start fresh. In his New Year's statement, Japanese Prime Minister Shinzo Abe stated, "I have agreed with China to bolster already cordial ties into a mutually beneficial, strategic relationship. ... I plan to build forward-looking relations based on trust." Abe has made Sino-Japanese relations a major priority since taking office.

Yet, while speaking of the prevailing goodwill between China and Japan, Abe also struck a more somber chord, calling for changes to Japan's constitution, "and hailed the impending upgrade of the country's Defense Agency to a full ministry—moves that have been criticized as shifting the country away from its postwar pacifism." Several recent reports show that Japan is looking for a return to greater military capabilities.

While historically China and Japan have turned their arms against each other, the Bible plainly speaks about Asia, with Russia and China in particular, forming a major power bloc. This strategic alliance is forecasted to produce a massive standing army—which signals that an unprecedented military build-up is about to begin within Russia and Asia.

Navy funds ninth Virginia-class sub

The Navy has awarded \$1.27 billion to Northrop Grumman Newport News and Electric Boat.

It soon could be time for the Navy and the country's two submarine makers to hash out a new contract for a third batch of **Virginia-class** submersibles.

The Navy last week awarded \$1.27 billion to the nation's two sub builders - Northrop Grumman Newport News and Electric Boat of Groton, Conn., a unit of General Dynamics - to build the ninth Virginia-class submarine - and get started on the 10th.

The ninth Virginia-class boat, the still-unnamed **SSN-782**, is to be completed in 2013 and carries a \$2.61 billion projected price tag.

Aside from most of the \$1.27 billion awarded last week, the cost also includes \$836 million in prior advance funding the Navy paid between 2004 and 2006, and at least another \$575 million in planned Navy purchases of electronics, nuclear components and other systems.

Of the first 10 nuclear-powered attack boats that Newport News and Electric Boat have been under contract to build, three of them - the **Virginia**, the **Texas** and the **Hawaii** - are completed. All but one of the 10 are fully funded.

Thousands of workers at both shipyards work in the Virginia class submarine program. Under a unique teaming arrangement, the two yards share equally in the construction work.

The yards, once fierce competitors, each specialize in making certain parts of the boats, with parts shuttled between the two yards by barge.

The yards take turns on installing the nuclear areas and performing final assembly and delivery. The first four subs in the class were built under the original 1998 contract. In 2003, the yards and Navy came to terms on a contract for the fifth through tenth boats.

The 10th boat, the **SSN-783**, should be fully funded in about a year, with a new contract possible for following boats, to begin being fully funded in fiscal 2009.

The Virginia class of submarines, which now cost about \$2.3 billion each, are expected to eventually include 30 submarines.



The **RFA OAKLEAF** visited Rotterdam Europort
Photo : Rik van Marle ©

Navy commander says Danish warship should patrol hotspots

The Royal Navy's top commander believes a new Danish warship could be best used as a patrol vessel in the Indian Ocean, specifically in the Arabian Sea, said reports from Copenhagen on Friday.

The navy has ordered a total of five warships from Maersk-owned Odense Steel Shipyard, and Rear Admiral Nils Wang of the Naval Command thinks at least one ship should be permanently deployed for peacekeeping duty in the Arabian Sea, daily newspaper Berlingske Tidende reported.

The navy currently has two of the ships, but the fifth is not expected to be delivered until 2012, according to the report. Nils Wang told the newspaper that a Danish warship on permanent global patrol would be a natural progression of the nation's active security policy.

From the Arabian Sea, which is close to hotspots in the Middle East and the African horn of Somalia and Ethiopia, the ship could reach nearly all the hotspots in the eastern hemisphere within three days. Nils Wang said in addition to military assignments the crew would also be able to help combat piracy and provide humanitarian assistance to Danish citizens. Defense Minister Soen Gade agreed that a permanently stationed ship in the Indian Ocean would be beneficial.

"Defense is an important tool for foreign policy and today the army conducts operations in places we wouldn't have dreamed of 10 years ago," he said.

Indian Navy to have 2 aircraft carriers from next year

Chief of the Naval Staff Admiral Sureesh Mehta on Friday said the Navy would "always have" two aircraft carriers from next year when Russian aircraft carrier **Admiral Gorshkov**, to be renamed **INS Vikramaditya**, joined the fleet.

India is the only naval power in Asia possessing an aircraft carrier — **INS Viraat**. By the time it was decommissioned after seven years, an indigenously built carrier would be ready and Vikramaditya would be in service, he pointed out.

The production line, thereafter, would be kept ready and the Navy, at all times, would have these potent force projection ships. The Navy always wanted three aircraft carriers. "Barak performing well" Talking to newsmen on board the carrier, sailing off the coast of Karwar in Karnataka to Mumbai, Admiral Mehta said the Israeli Barak missiles were performing well.

They have been fitted on several warships after the indigenously developed Trishul missile was not deemed to have reached the stage of serial production and induction into the Navy. Controversy surrounded the Barak missile after the Central Bureau of Investigation held that middlemen were involved in the deal. After the successful display of the missile's prowess on the high seas, Admiral Mehta said only the first two trials were unsuccessful due to manufacturing defects.

In the subsequent trials, the missile located and destroyed incoming missiles with precision.

SHIPYARD NEWS

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info@disamaritime.com
www.disamaritime.com

**Ketelaarstraat 5c
B-2340 Beerse
Belgium**

**Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88**



info@disacivil.com
www.disacivil.com



Beautiful model of the **SMIT MANILA** built by Rienus van Ostaijen, Rienus is looking for pictures of the **SMIT MANILA** during the times the vessel sailed for **SMIT SOUTH EAST ASIA** in Singapore(1981-1989), if somebody is able to help him on pictures of the vessel, also named as **SEAFORTH CHALLENGER, SEAFORD, SMIT MANILA, UTO** or **ZAKHER MOON**, please send the pictures to chrisrombouts@home.nl
Your help is appreciated !!



The TESO ferry **SCHULPENGAT** seen at the Waterweg enroute Damen shipyard.
Photo : Henk van der Heijden ©

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K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The **C2C LUPUS** seen riding high, the container feeder services together with the **C2C AQUARIUS** the route Zeebrugge - Waterford – Warrenpoint

Photo : Crew C2C Lupus ©

Mombasa containers pile up

Mombasa's container terminal has become clogged with nearly 10,000 containers including almost 6,000 boxes that remain undeclared.

The congestion following the suspension of three insurance companies that normally issue clearance bonds for cargo destined for neighbouring countries. Since the three companies were suspended uncleared and undeclared containers have begun accumulating.

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Kenya's clearing and forwarding agents blame the Kenya Revenue Authority (KRA) for leaving them stranded after having acted unilaterally by suspending the three insurers. The KRA however in an advertisement in a local newspaper claimed it had consulted with Kenya's International Freight and Warehousing Association (KIFWA) as well as the Association of Kenya Insurers.



The **SEA SHANNON** seen passing Maassluis-West outward bound from Rotterdam.

Photo : Gert Berghuis ©

The **SEA SHANNON** is flying at present the Dutch flag and is homeported in Lemmer, the general cargo vessel is built in 1996 at Damen shipyard in Bergum under number 9983 and named **JORISTON**, in 1998 the vessel was renamed in **SEA SHANNON**

CSA CONTINUES TO GROW, ASSIST DEVELOPMENT OF REGIONAL SHIPPING

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The Caribbean Shipping Association (CSA) has continued on its path of growth and after 36 years has firmly established itself as the voice of the shipping industry of the Region.

According to the recently elected President of the CSA, Fernando Rivera, there has not been a year in the past 36 years that the Caribbean Shipping Association has not received several applications for membership.

In a statement to mark the 35th anniversary of the modern Port of Paramaribo, Suriname, Mr. Rivera noted that the CSA has helped to assist the tremendous growth that has taken place in regional shipping.

"We have brought to the Caribbean shipping industry information and advice about development. The conferences of the CSA have been a place of learning" he said.

The CSA President said: "By presenting experts in their fields to address our members and to make technical presentations on topics that are relevant for development, the CSA has helped the shipping industry of the Region to grow and expand in a systematic and orderly way. "If you visit the sea ports across the Caribbean today – whether they are great terminals or small facilities – you will see structures and modern systems. More than this, you will see organization and management strategies that were obviously learned and gathered from outside of those territories.

"This was not the case 36 years ago. At that time, each port struggled alone with its own problems; often making similar mistakes. Each port was struggled alone to find solutions. There was no forum in which to discuss the problems; there was no support network to search for solutions.

"The Caribbean Shipping Association changed all that. Regardless of the shipping problem, the CSA has provided a place where solutions could be sought, formally or informally. In this regard, the CSA has been a powerful force for development in the Caribbean area.

"And, because of this the Association has grown considerably and continues to grow steadily." As regards the continued growth of this Regional body, with membership from both the public and private sectors, the CSA President said: "We continue to get applications for membership, every year. There has not been a year in the past 36 years when the CSA's General Council has not received new applications for membership. And, if you look at the membership list of the CSA, you will see that every major shipping entity in the English, French, Dutch and Spanish Caribbean is a member.

"On top of all this, the CSA has given regional shipping a voice. Our governments now understand and appreciate that shipping is as much an industry as any manufacturing enterprise. They know that shipping is vital to their respective economies and, as such, require their attention and support. Our governments realize that their local shipping industry is linked to the shipping industry of the wider Caribbean and they recognize the Caribbean Shipping Association as "the voice of Regional shipping.

"Our website has become the gateway to Regional shipping and interests from all over the world are now in touch with the Caribbean through the CSA's website. "This CSA did all this in 36 short years," Mr. Rivera declared.



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Purchase by Philippine port operator

International Container Terminal Services Inc, a Philippine port operator, said it has bought 91 per cent of Davao Integrated Port and Stevedoring Services Corp for 338 million pesos (\$10.6 million).

The company has a 10-year contract to provide cargo handling services at the Sasa International Port in the southern Philippine city of Davao, Manila-based International Container, the largest Philippine port operator outside of the government, said. Davao Stevedoring was acquired from Aboitiz Equity Ventures Inc and the transaction is subject to the approval of the Philippine Port Authority.



The **SMITBANK** and **INDUSBANK** seen moored at the Caribbean island Bonaire
Photo : Ernst van der Thoorn ©

MOVEMENTS

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MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.com

<http://www.multraship.com>

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The **JO SYCAMORE** seen at the Westerscheldt river enroute Antwerp
Photo : Henk de Winde ©

The 183 mtr long Combined Chemical And Oil Tanker **JO SYCAMORE** is built during 2000 at Kleven Floro yard under number 140 and measures 37622 DWT



The **BSLE ENDURANCE** – Photo : Chris Rombouts ©

The **BSLE ENDURANCE** will be recognized by a lot of Dutch readers, the vessel is built as the **NEDLLOYD BALTIMORE** at the Giessen shipyard under number 914 during 1978, in 1983 the 22500 ton vessel was renamed in **AGULHAS** followed by **AGULHAS EXPRESS** during 2001, and **DELMAS ALOE** in 2003, Early 2006 the vessel received her present name **BSLE ENDURANCE**



The **SMIT BRONCO** arrived with the Jack up dredger **ABEKO SERVER 2** at the river Tyne from IJmuiden.
Photo : Kevin Blair ©



The **INGE WONSILD** seen at the Westerscheldt river – Photo : Richard Wisse ©

The 99.9 mtr long **INGE WONSILD** is built during 2005 at the INP shipyard in Mokpo under yard number 1132, the Chemical tanker measures 6203 DWT.

AIRCRAFT / AIRPORT NEWS

Kustwacht helicopter vindt 4 gestolen auto's

Tijdens een patrouille op de noord-oostelijke gedeelte van Curaçao ontdekte de Kustwacht helikopter 4 auto's die vermoedelijk afkomstig waren van diefstal.

Vrijdag middag 5 januari omstreeks 12.00 uur tijdens een patrouille over het oostelijke gedeelte van Curaçao, ontdekte de Kustwacht helikopter 4 auto's. De auto's waren verscholen in de mondi bij Santa catharina, Koraal Tabak en Playa

Canoa en waren allemaal afkomstig van diefstallen die in de afgelopen dagen zijn gepleegd. De zaak is overgedragen aan het Korps Politie Curaçao voor nader onderzoek. Inmiddels zijn de auto's bij de rechtmatige eigenaars terug.

'Pechvliegtuig' heeft bijnaam verdiend

De Boeing 767-300 die 550 klanten van Jetair vasthield in Zaventem, Cuba en Mexico, is niet aan zijn proefstuk toe. Het toestel heeft niet voor niets de bijnaam 'het Pechvliegtuig' gekregen.

Het Pechvliegtuig van Jetair is 16 jaar oud en werd vroeger gebruikt door de Braziliaanse luchtvaartmaatschappij Varig. Sinds begin 2005 huurt Jetair de Boeing bij een Japanse leasingmaatschappij. „We hebben inderdaad al een paar problemen met het vliegtuig gehad”, aldus Gunther Hofman, algemeen directeur van Jetairfly. „Maar ik verzeker dat er niets mis mee is. In april vorig jaar heeft het een grondige onderhoudsbeurt gehad. Sindsdien is het perfect in orde. Er is geen enkele reden om het te vervangen. In alle luchthavens staan voortdurend vliegtuigen van alle maatschappijen met technische probleempjes aan de grond.”

Die worden meestal vrij vlug opgelost. Bij Jetairfly is dat niet het geval, omdat de ondertussen beruchte 767-300 het enige toestel is dat de touroperator voor vluchten over de Atlantische Oceaan kan gebruiken.

„Dat is inderdaad onze achilleshiel”, aldus Hofman. „We zoeken naar een oplossing binnen de Tuigroep om meer backup te hebben. Voor vluchten binnen Europa hebben we acht toestellen. Loopt daar ergens iets fout, dan kunnen we vlug een ander vliegtuig inschakelen. Voor vluchten naar de Caraïben lukt dat niet.”

Waarom de Boeing 767-300 de bijnaam van Pechvliegtuig verdient, wordt duidelijk uit dit lijstje: Toen het toestel voor het eerst naar België zou worden overgevlogen, moesten de piloten om veiligheidsredenen een tussenlanding maken in Lissabon. Technische problemen maakten dat het vliegtuig pas een maand later opnieuw de lucht in kon. De eerste passagiersvlucht van Jetair, op 4 februari 2005, moest opnieuw wegens technische problemen worden uitgesteld. Uiteindelijk werden de reizigers met vertraging en met een vliegtuig van Icelandair naar Mexico gebracht. Een week later stond het Pechvliegtuig in Mexico opnieuw aan de grond.

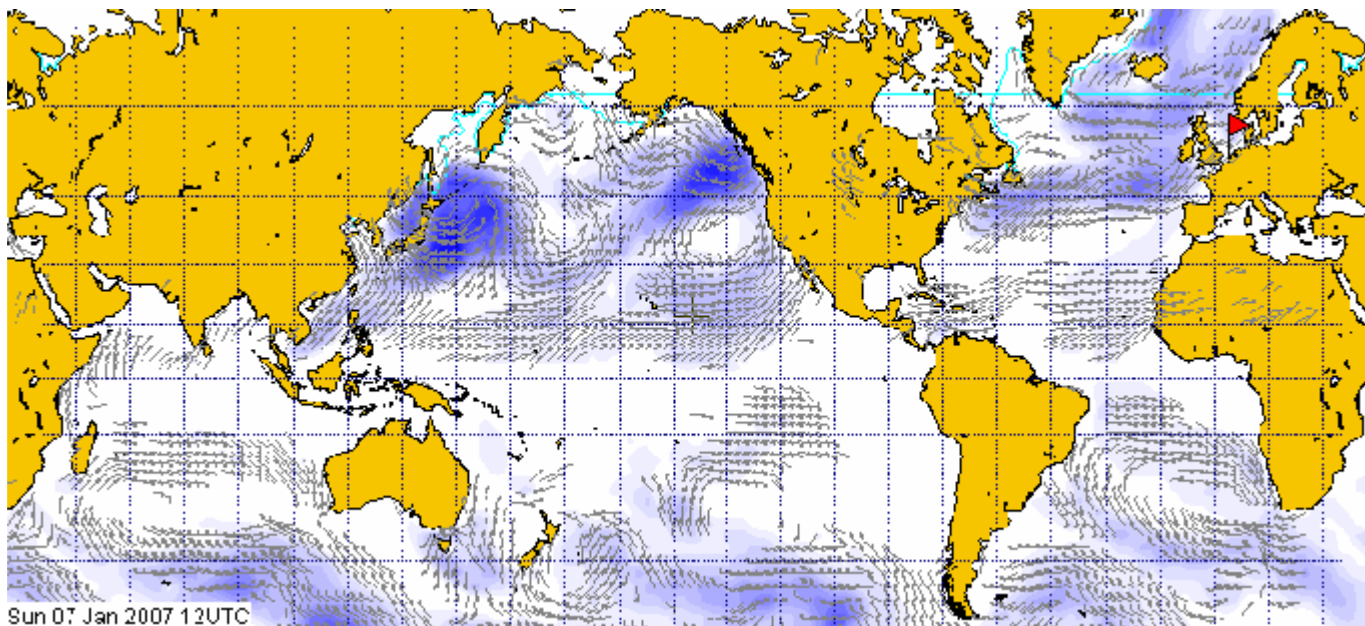
Op het einde van die maand mocht het toestel op Zaventem niet vertrekken naar de Dominicaanse Republiek en Jamaica. In september 2005 moesten 252 Belgen die op weg waren naar de Dominicaanse Republiek, een noodlanding maken in Newfoundland in Canada. In januari 2006 zaten 550 Belgische toeristen dagenlang vast in Zaventem en in de Caraïben omdat een konijn in de motor een defect had veroorzaakt.

MARINE WEATHER

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The tanker **BOURGOGNE** seen at Maaspilot station just before pilot **Rik van Marle** boards the vessel before entering Rotterdam- Europoort where the vessel safely was moored at the Maasvlakte Oil Terminal.

Photo : Rik van Marle ©

The **EURONAV** tanker **BOURGOGNE** is built under yard number 72 at the Izar shipyard in Cadiz, the crude oil tanker measures a length of 333 mtr and 296.230 DWT and is flying the Belgian flag and is homeported Antwerp.

.... PHOTO OF THE DAY



Rig **MAERSK GUARDIAN** Float-off from **DOCKWISE** Heavy-transport vessel **TRANSHELF** in Rotterdam – Europoort 07.30 AM on January 6, 2007. The Float-off was assisted by 4 tugs: **SMIT CLYDE**, **SMIT JAPAN**, **SMIT POLEN** and **ZP CHANDON** of **KOTUG**.

After the successful Float-off the rig **MAERSK GUARDIAN** was towed from the Europoort to **KEPPEL-VEROLME** shipyard.

Photo: **Hans de Jong** ©

BOEKBESPREKING

Door : **Frank NEYTS**

"Expeditie naar de Goudkust".

Begin december 2006 verscheen bij Uitgeversmaatschappij Walburg Pers het boek "**Expeditie naar de Goudkust. Het journaal van Jan Dircksz Lam over de Nederlandse aanval op Elmina 1624-1626**". Als auteur tekende Henk den Heijer en het boek verscheen als deel 105 in de Werken van de Linschoten-Vereeniging.

In 1623 besloten de bewindhebbers van de West-Indische Compagnie tot een grootscheepse aanval op het Portugese koloniale bezit in het Atlantische gebied. Eerst zou de Braziliaanse stad Salvador worden ingenomen om vervolgens van daaruit de gehele suikerrijke kolonie te veroveren. Andere aanvalsdoelen lagen in West-Afrika. Op 25 oktober

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1625 trok in dat kader een Nederlandse strijdmacht op naar Elmina, een kasteel op de Goudkust. Die aanval liep uit op een fiasco. Ook de overige pogingen van de WIC om zich meester te maken van de Portugese bezittingen en handelsforten in Afrika en Amerika mislukten jammerlijk.

Van de aanval om Elmina is een uniek ooggetuigenverslag bewaard gebleven. Dit verslag vormt de ruggengraat van het recente boek, dat een uniek inzicht biedt in de Nederlandse relatie met West-Afrika aan het begin van de zeventiende eeuw. Het boek werpt verder nieuw licht op deze meeslepende geschiedenis.

"Expeditie naar de Goudkust" (ISBN 90.5730.445.7) telt 208 paginas en werd als hardback met stofomslag uitgegeven. Het boek kost 24,95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289.

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