

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 009



Number 009* COLLECTION OF MARITIME PRESS CLIPPINGS *Tuesday 09-01-2007**

News reports received from readers and Internet News articles taken from various news sites.

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



The STENA DISCOVERY, seen from the STENA HOLLANDICA, approaching Hoek van Holland for the last time 08-01-2007 – Photo : Piet Sinke ©

SMITWIJS TOWAGE B.V.



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

DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE NEWS CLIPPINGS ?? PLEASE SEND THIS TO :

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



The **SANDETTIEBANK** and **DORDTSEBANK** seen moored in Colon

Photo : Jacob Versteeg ©

U.S. submarine collides with Japanese ship

A U.S. nuclear-powered submarine collided with a Japanese crude oil tanker in the busy shipping lanes of the Straits of Hormuz, the U.S. Navy and Japanese government said Tuesday. No one was seriously injured.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 009

Damage to the fast-attack **USS Newport News** submarine and the supertanker was light and there was no resulting spill of oil or leakage of nuclear fuel, officials from U.S. Navy, Japanese and Emirates government said.

Both ships remained able to navigate, Navy officials said.

The bow of the nuclear-powered Newport News was traveling submerged when it hit the stern of the supertanker Mogamigawa as the vessels were passing through the Straits Monday night, causing minor damage to the Japanese vessel, the U.S. Navy and Japan's Foreign Ministry said. The Japanese government said it was informed of the crash by the Navy and the U.S. Embassy in Tokyo.

The tanker, operated by Japanese shipping company Kawasaki Kisen Kaisha Ltd., was able to continue to a nearby port in the United Arab Emirates, the statement said.

The Navy said the ship's nuclear propulsion plant was undamaged. The Newport News is based in Groton, Connecticut, and is part of a U.S.-led multinational task force patrolling the Persian Gulf and nearby seas. It has a crew of 127.

The Mogamigawa was traveling from the Gulf to Singapore and was carrying a crew of eight Japanese and 16 Filipinos, and is expected to arrive in the port of Khor Fakkan later Tuesday, company spokeswoman said on condition of anonymity, citing protocol.

She said crewmembers reported a sudden large bang and shaking just before the collision, but no other details were immediately available.

The Japanese government has asked the U.S. side to investigate. Aandahl said a Navy investigation would begin shortly.

In February 2001, a U.S. Navy submarine rammed into a Japanese fishing vessel in waters off Hawaii, killing nine people. The American captain's delay in apologizing for the crash triggered protests by the victims' families.

The 54-kilometer-wide (34-mile) Straits of Hormuz forms the entrance to the Gulf, through which about two-fifths of the world's oil supplies pass. Cargo vessels headed for Dubai, the world's largest manmade port, also pass through the straits, bordered by Iran and Oman.

U.S. naval vessels have been involved in previous collisions with commercial ships in the busy shipping lanes around the Persian Gulf. In September 2005, the U.S. nuclear submarine Philadelphia collided with a Turkish cargo ship in the Gulf, causing no injuries.

In July 2004, the aircraft carrier **USS John F. Kennedy** collided with a dhow in the Gulf, leaving no survivors on the traditional Arab sailing boat. The Navy relieved the Kennedy's commander, Capt. Stephen B. Squires, after the incident.

Fleets of U.S. and allied navy vessels conduct "maritime security operations" in the Persian Gulf, Arabian Sea and western Indian Ocean, attempting to block smuggling of weapons to Iraq and Somalia, nuclear components to Iran, as well as the movement of drug shipments and terrorists. U.S. and coalition ships started patrolling the coast of Somalia in recent weeks in a bid to capture any al-Qaida suspects fleeing Ethiopia's December invasion.



Five divers missing near Egypt Red Sea resort

Five divers, including four foreigners, have gone missing off the coast of an Egyptian Red Sea dive resort, the official MENA news agency said Sunday.

The divers -- three Russian and one Dutch, plus an Egyptian dive instructor -- were reported missing Saturday night after they failed to return from their expedition near the Red Sea dive resort of Marsa Alam.

Major General Ezzeddin al-Zayat, head of security for the Red Sea province, attributed their disappearance to "bad weather conditions and high waves which drove the tourists away from their boat".

A plane and five boats have been sent out to search the area for any survivors, he added.

The Red Sea, particularly the reefs in the southern areas, is one of the world's premier dive sites, with thousands flocking to Egyptian dive resorts such as Marsa Alam.

Vaarweltrip ferry Discovery



Left **Capt Obe Visser** and right **Ch.Off Gerald Knol** seen during the last trip of the **Stena Discovery**
Photo : Rob de Visser ©

The ferry **Stena Discovery** maakte maandag de laatste trip van Harwich naar Hoek van Holland maakte. De supersnelle catamaran van Stena Line werd onrendabel voor de rederij. Toren hoge brandstofprijzen, concurrentie van goedkope vliegtuigmaatschappijen en een teruglopend passagiersaanbod deden dit paradepaardje van Stena de das om.



The **STENA DISCOVERY** seen arriving in Hoek van Holland during her final voyage from Harwich on Monday afternoon.

Photo : Piet Sinke ©

„We hebben de oorlog verloren”, aldus directeur Pim de Lange van Stena Line. Volgens hem heeft Stena met de **Stena Discovery** maritieme geschiedenis geschreven. Een veer tussen Nederland en Engeland die in drieënhal uur varen passagiers en voertuigen overzette. Het was nog niet eerder vertoond. De 'Concorde van de zee', zoals een bemanningslid het schip noemde, refererend aan het eveneens ter ziele gegane supersonische vliegtuig.

Bij het verlaten van de haven van Harwich had zich een groepje mensen verzameld op de ruim 150 jaar oude pier van het Engelse havenstadje. Ze zwaaiden de **Stena Discovery** uit met de Nederlandse vlag. Bemanningsleden die bijna tien jaar op het schip hebben gewerkt huilden en vielen elkaar in de armen. Er was ook enige vreugde aan boord. Een van de medewerkers vroeg via de intercom zijn eveneens voor Stena werkende vriendin ten huwelijk. Onder luid applaus zei ze ja.

De regionale zender RTV Rijnmond zond ter gelegenheid van het afscheid rechtstreeks uit vanaf het schip. Het was de eerste keer dat de zender zo iets deed. Omdat het hele Rijnmondgebied kon meeluisteren, stonden er tientallen mensen langs de kade bij de aankomst in Hoek van Holland.



Photo : Rob de Visser ©

De **Stena Discovery** werd onbetaalbaar voor Stena Line. Een enkeltje naar Engeland kostte evenveel brandstof als dat van alle zeven andere schepen van de rederij samen. Wat er met het schip gaat gebeuren is nog niet bekend. Het zal of in Scandinavië of Ierland in een haven worden opgelegd in afwachting van een koper.



Photo : Piet Sinke ©

In plaats van de **Stena Discovery** zet Stena de **Stena Hollandica** en de **Stena Britannica** in tussen Hoek van Holland en Harwich. Stena investeert 100 miljoen euro in de verlenging van beide schepen tot elk 240 meter. Volgens directeur De Lange worden de schepen luxer met meer bars en restaurants en hutten. Stena vervoert nu met zijn vloot ongeveer 700.000 mensen per jaar. Dat zullen er naar verwachting over enkele jaren nog ongeveer 450.000 zijn.

Ukrainian minister says no threat to environment after toxic gas kills sailors

Ukrainian Emergencies Minister Nestor Shufrych has said that the ship Odisk, on which two sailors died and eight more were taken to hospital after inhaling toxic gas yesterday, poses no threat to the environment and to the public. The ship was carrying 2,000 tonnes of ferro-silico-manganese from Ukraine's Kerch to the Turkish port of Iskanderun. Experts say the crew inhaled phosphine gas, which appeared after rain water contacted the chemicals. Below is an excerpt from a report by Interfax-Ukraine news agency on 6 January:

Ukrainian Emergencies Minister Nestor Shufrych has said that the Odisk ship with chemicals on board does not pose any threat to the environment and the public in Yalta.

"There is no hazard to the environment, moreover there is no hazard to the residents of Yalta. There is no risk of contamination of sea water," Shufrych told journalists in Yalta on 6 January.

According to Shufrych, the risk of poisoning on the upper deck of the ship was also equal to nil. Nevertheless, he said that the concentration of hazardous substances and poisonous evaporation resulting from a chemical reaction due to the combination of water and ferro-silico-manganese increased towards the centre of the hold.

Shufrych also said that investigators would check if the crew was authorized to transport this cargo, or it was a case of smuggling. "It is the priority of the investigators to check whether the crew was guilty," Shufrych said.

He added that the investigators will also check why the Yalta sea port granted the ship a permit to approach the city. The ship is now under control of the local authorities and representatives of the Emergencies Ministry, Shufrych said. He also said that the decision has been taken to repair and to ventilate the ship, the ship's engine is now under repair.

Shufrych said that last year there were 35 voyages made to transport the same cargo, no emergencies were registered.

For his part, the chairman of the Crimean Supreme Council [parliament], Anatoliy Hrytsenko, told journalists that a criminal case would be launched over the incident in relation to the staff of the Kerch commercial port, where the ship was loaded. Hrytsenko said that the main reason for the emergency was "the human factor and the crew's inexperience in carrying cargoes like this".

CASUALTY REPORTING

Vissersboot HD 64 in problemen

Maandagmorgen is de reddingboot **Koopmansdank** van het reddingstation Noordland-Burghsluis voor de derde keer in 2007 uitgerukt.

Rond vijf voor elf was de vissersboot **HD 64** met als thuishaven Colijnsplaat aan het vissen in het Brouwershavense gat, iets ten noorden van de kop van Schouwen-Duiveland.

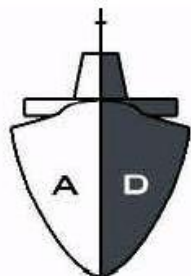
Doordat het schip een stuk ronddrijvend net in de schroef had gekregen was het schip stuurloos geworden. De reddingboot rukte uit en heeft een sleepverbinding gemaakt en de kotter naar de buitenhaven van Noordland gesleept.

Een duiker heeft het net verwijderd. De **HD 64** kon nog dezelfde dag weer naar zee.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

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

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



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

Top three Korean yards set \$36 billion order target

Korea's top three shipbuilders have set a target of \$36 billion in sales this year, down from last year's record \$37.4 billion, as orders are expected to decline and contract prices fall, the Korean Overseas Information Service quotes industry sources as saying today.

Hyundai Heavy Industries expects \$13 billion worth of orders for ships, engines and other products this year, compared with \$14.1 billion last year.

"We topped last year's target by \$3 billion," said a company official. "That means we have a lot of order backlogs... we set a more or less conservative business target."

Daewoo Shipbuilding and Marine Engineering has set a target of \$11 billion in orders this year, unchanged from last year's figure. The company has a backlog of around \$22 billion.

Samsung Heavy Industries has lowered this year's target to \$11 billion, compared with last year's \$12.3 billion.

Korean yards took almost half of the world's \$100 billion ship orders last year, swelling their backlogs and enabling them to charge peak prices.

But they are faced with increased prices for steel plate and the rising Korean won, reducing the value of dollar-denominated contracts.

Shipbuilding Facility to Rise in Subic Zone

According to reports, a modern domestic shipbuilding facility will soon rise in this premier Freeport zone. Subic Bay Metropolitan Authority chairman Feliciano Salonga, in a meeting with National Maritime Leasing Corp. president Agustin Bengzon, said the facility would create a synergy aimed at supplying the needs of the domestic shipping industry. Salonga said the partnership and mutual cooperation of SBMA and National Maritime Leasing, a subsidiary of National Development Co., would focus on the acquisition of affordable but more efficient cargo and passenger ships by local shipping operators. Shipbuilding has been included in the government's Investment Priority Plan.

Bengzon said National Maritime Leasing would fully support the project as he cited the pressing need to build about 18 new tankers by next year for the use of local shipping operators, through a lease-to-own scheme. National Maritime Leasing is implementing President Gloria Macapagal Arroyo's Strong Republic Nautical Highway project, through the acquisition of modern roll-on roll-off vessels for leasing to qualified operators.

Salonga, citing a study conducted by the Japan International Cooperation Agency, said the domestic shipping industry consisted mostly of second-hand and ageing vessels, majority of which came from Japan

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

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

Ice Maiden to go on charter to Shell

Shell will be the first to have a mono hull flotel in the North Sea. C&M has been awarded a major contract with the oil major to deliver the Ice Maiden to support the shutdown of Gannet and Shearwater.

When fully converted Ice Maiden will be a multi-purpose support vessel and flotel capable of operating anywhere in the world and represents a US\$100 million investment for C&M.

Ice Maiden, formerly the MV Paardeberg, a 14,000 tons Russian Class AAA ice-breaker, is almost as long as two football pitches. The vessel is currently in the Atlantic Marine Shipyard in Mobile, Alabama, where C&M Marine Services is converting her into a multi-purpose construction vessel with fixed accommodation for 400 people. She will become the first mono-hull flotel to work in the North Sea.

"Acquiring our own vessel was the logical next step for C&M," says group operations director, David Kellas. "We have been successfully providing temporary living quarters solutions to the major operators for some time now. On Shell's Bonga project and BP's Thunder Horse project we arranged the bare boat charter of a vessel and then converted this into a flotel by adding purpose-built accommodation modules capable of accommodating up to 400 people.

"When fully-refurbished Ice Maiden will be able to transport and accommodate a workforce of up to 400. Her ice-breaking capabilities and temperature controlled workshops mean that she will be capable of operating in some of the harshest climates, including the Arctic Circle, where it is reported that over 30% of the world's remaining hydrocarbons are located."

In a report commissioned by C&M Marine Services, Seabrokers stated that there is growing exploration and production activity within Arctic waters, confirmed by the development of such fields as Shtokman, Obokaya, Tazovskaya Bay

and Sakhalin Island. At present there are no vessels with the capability to operate for more than four or five months per year in these waters. The Ice Maiden with a 45cm thick hull has the ability to cut through ice over one metre thick, whilst cruising at 1.5 knots.

Kellas adds: "Given these remarkable capabilities, the Ice Maiden will significantly increase the window of opportunity for companies operating within Arctic regions."

Ice Maiden was built for the Russian Navy in 1991. She is 167m long with a 23m beam and has four 25 tonne capacity cranes and heli-deck with a heated hanger and refueling capabilities.



Photo : Jan van de Water ©

C&M Marines Services expect to complete the conversion in the next five months so that the vessel will be on station in the North Sea towards the end of May 2007.

Kellas adds: "Not only will the Ice Maiden be a unique multi-purpose support vessel with ice-breaking capabilities, she will also be a showcase for the whole range of services C&M provides including highly sophisticated communications, fibre optics, digital CCTV, passenger on board control systems, special cabling and all HVAC and PA equipment."

The company, which is aiming to become one of Scotland's largest marine engineering companies and a global market leader, was subject to a management buy-out last month. Backers Lime Rock Partners committed US\$90 million to fund the MBO and provide capital for future investment.

The organisation now consists of three individual operating companies under the C&M Group Holdings Ltd. These are C&M Marine Services Ltd which provides a wide range of marine services, including specialist subsea and installation support services, C&M Engineering Services Ltd, which undertakes major electrical contracts, communication cabling and the supply and installation of kitchen and laundry equipment and C&M Marine Services (USA) Inc, the Houston-based operation that manufactures offshore accommodation modules and provides a variety of marine services.

Euronav Chooses Hempasil for Crude Carriers

Euronav will apply Hempasil, Hempel's silicone fouling release system, to its two ultra-large crude carriers, the **TI Asia** and the **TI Europe**.



The **TI EUROPE** seen in Rotterdam-Europoort - Photo : Peet de Rouw ©

The 1,246 ft. tankers, which have a deadweight tonnage of more than 440,000 tons, will drydock for maintenance and survey later this year. Hempel has worked closely with Euronav, an integrated tanker company which owns and manages a fleet of 36 crude oil tankers, to achieve this breakthrough, said a senior official. The Hempasil specification is guaranteed for five years and has a potential lifetime of a further five years. Hempasil is a silicone-based topcoat with outstanding adhesion properties thanks to Nexus tiecoat technology, which ensures a chemical bond between the epoxy anticorrosion layer and the silicone-based topcoat.

Hempel's own studies show that the reduced drag from Hempasil can deliver substantial fuel savings compared with premium tin-free antifouling. The **TI ASIA** will drydock in Dubai where a full Hempasil system will be applied.



Green Pin®

***** www.vanbeest.nl *****

T&T Express makes maiden voyage

The 11-year-old fast ferry, **The Lynx**, which the Government bought for almost US\$20 million made its maiden voyage to Tobago last week Thursday under its new name the **T&T Express**.

The ferry which was commissioned the day before by Works and Transport Minister Colm Imbert at the Port of Spain docks was bought from Allco Finance Group Limited and has a passenger capacity of 900, including crew and 200 cars.

Facilities include a cafe restaurant area and a bar, as well as a ramp for accessibility for the disabled.

It was dry docked, refurbished and painted in the national colours at a cost of US\$2.15 million.

On Wednesday Chief Secretary Orville London headed a contingent of invited guests that toured the ferry in the Scarborough Port. He later held a press conference.

The **T&T Express** sails from Port of Spain on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday at 6.30 p.m. and on Sunday at 8.30 p.m. It sails from Scarborough on Monday, Tuesday, Thursday, Friday, Saturday and Sunday at 5 p.m. and at noon on Wednesday.

The Cat whose lease ends at the end of April sails from Port of Spain on Monday, Tuesday, Thursday and Friday at 10 a.m. and 5 p.m., at noon on Wednesday, 4 p.m. on Saturday and 2 p.m. on Sunday. It sails from Scarborough at 6.30 a.m. and 1 p.m. on Monday, Tuesday, Thursday and Friday, at 6.30 a.m. on Wednesday and Saturday and 8.30 a.m. on Sunday.

SEMINAR 'SHIPS' SECURITY AND PIRACY'

Inzicht in de moderne 'Pirates of the Caribbean'

Vereniging Holland Marine Equipment organiseert in samenwerking met TNO op 24 januari 2007 het seminar '**Ships' security and piracy**'. Het seminar gaat in op de rol die het Nederlandse bedrijfsleven kan spelen in het wereldwijde vraagstuk naar de beveiliging van schepen. Dit geldt zowel voor afgemeerde schepen als voor schepen die in risicogebieden varen. De moderne zeeroverij bestaat uit georganiseerde misdaadorganisaties en staat in schril contrast met de beelden en romantiek in de film 'Pirates of the Caribbean'.

De zeeroverij is een steeds terugkerend fenomeen. De afgelopen jaren hebben diverse grotere en kleinere zeeroverijacties plaatsgevonden. De zeeroverij is dan ook een complex onderwerp waarover binnen het bedrijfsleven en de politiek het liefst wordt gezwegen. Desalniettemin moeten (Nederlandse) schepen en hun bemanningen vrij en veilig de wereldzeeën kunnen bevaren. Hetzelfde geldt voor (mega)jachten.

Sinds juli 2004 is een zogenaamd Ship Security Alert System verplicht aan boord van zeeschepen; een soort van stil alarm. Maar evenals de plaatsing van camera's, zoals nu in beperkte mate wordt gedaan, om vroegtijdig 'indringers' te detecteren, voorkomt het piraterij niet. Toegangsbeveiliging tot accommodatie, ladingruimen en brug en de bescherming van bemanning en passagiers krijgen daarom een steeds hogere prioriteit. Het handhaven van veiligheid aan boord van schepen met lage vrijboorden zorgt daarbij internationaal echter voor de nodige problemen.

Voor de Nederlandse industrie ligt er een kans om voorloper te zijn in de ontwikkeling van anti-zeeroverij maatregelen. Vanuit het oogpunt van overheid, toeleveringsindustrie en reders geven experts tijdens het seminar 'Ships' security and piracy' hun visie over de problematiek en kansen van zeeroverij en scheepsbeveiliging. Medewerking aan dit seminar wordt verleend door o.a. SMIT, TNO Defensie, Safer Seas Consultancy, Orlaco Maritime CCTV en Ingersoll Rand.

Tijden en deelnamekosten

De workshop vindt plaats op woensdag 24 januari 2007 in het Mercure Hotel Amersfoort Veluwemeer te Putten. Aanvangstijd is 16.00 uur, waarna omstreeks 20.30 uur geëindigd wordt met een netwerkgelegenheid. De workshop start bij een minimum deelname van 10 personen, met een maximum van 50 personen.

Deelnamekosten (ex. BTW) voor leden zijn € 75,-- p.p., niet-leden betalen € 100,-- p.p. Voor meer informatie en aanmelding kunt u kijken bij Activiteiten op www.hme.nl. Tevens kunt u contact opnemen met Jan Smits (T: (010) 44 44 333 of E: js@hme.nl). Deze workshop wordt georganiseerd door Holland Marine Projects BV, onderdeel van Vereniging Holland Marine Equipment.

CSAV adds capacity

Chilean container line CSAV is beefing up its North Europe to east coast South America service with an extra string.

As of this month, the Euroatlan operation will get a third weekly loop with six vessels of between 2,800 teu and 3,900 teu.

It will call at Antwerp, Rotterdam, Bremerhaven, Rio de Janeiro, Santos, Buenos Aires, Rio Grande, Sao Francisco do Sul, Santos and Antwerp.

The second strong will have six ships of 5,500 teu running weekly, compared to six of 2,500 teu previously.

Port rotation is Rotterdam, Tilbury, Hamburg, Antwerp, Le Havre, Itaguai, Santos, Paranagua, Buenos Aires, Montevideo, Rio Grande, Santos, Suape and Rotterdam.

Sling one remains unchanged. The company has just taken delivery of the fifth of six 6,500-teu ships from Hyundai Heavy Industries in Korea.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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>



The **BOURBON DOLPHIN** seen moored in Harwich

Photo : Rob de Visser ©



The **ORIENT QUEEN** seen arriving in Cape Town – Photo : Ian Shiffman ©

AIRCRAFT / AIRPORT NEWS

Orders voor Boeing en Airbus in Singapore

De leasemaatschappij Singapore Aircraft Leasing Enterprise (SALE) heeft veertig toestellen besteld bij vliegtuigbouwers Boeing en Airbus. Met de order is een bedrag van 2,8 miljard dollar (2,15 miljard euro) gemoeid. Dat heeft het Singaporese bedrijf vandaag bekendgemaakt.

SALE heeft twintig toestellen van het type A320 besteld bij Airbus en een optie genomen op nog tien van zulke vliegtuigen. Ook heeft de maatschappij een eerder genomen koopoptie op twintig toestellen van het type 737 van Boeing uitgeoefend.

SALE verwacht dat de vliegtuigen tussen 2009 en 2012 worden geleverd. Het leasebedrijf beschikt al over een vloot van 75 vliegtuigen.

Dronken Oekraïense vliegtuigbemanning aangehouden

De piloot, co-piloot en nog vijf bemanningsleden van een gigantisch Oekraïens vrachtvliegtuig zijn maandag op het Noorse vliegveld Flesland bij Bergen aangehouden, omdat zij kennelijk van plan waren om dronken op te stijgen.

Beveiligingsmedewerkers vonden de mannen voor hun vlucht 's morgensvroeg naar alcohol ruiken en besloten in te grijpen. Zij werden vervolgens voor ondervraging en bloedafname afgevoerd.

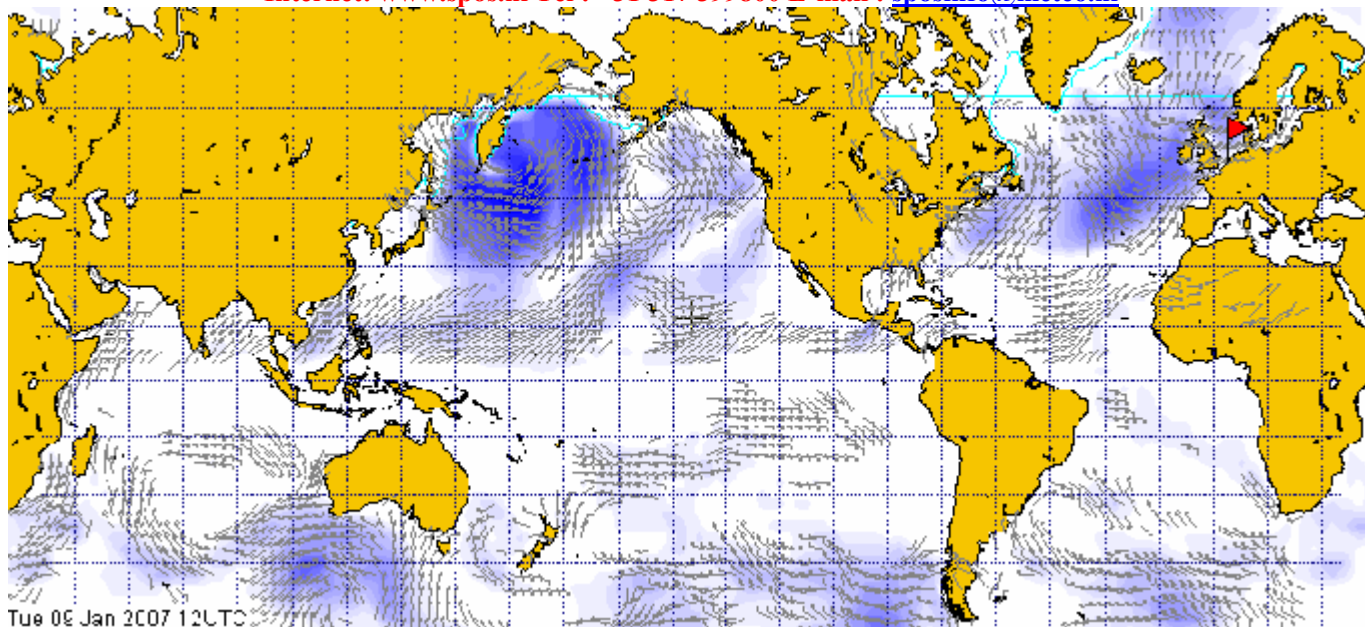
De zeven maken deel uit van een bemanning van zeventien op een toestel van het type Antonov 22, het grootste propellervliegtuig ter wereld. De bemanning kan voor deze overtreding maximaal twee jaar celstraf krijgen.

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.nl Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



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 **MUMBAI EXPRESS** seen enroute Antwerp
Photo : Willem Kruit ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 009

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.