

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015



Number 015* COLLECTION OF MARITIME PRESS CLIPPINGS ***Wednesday 17-01-2007**

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 second E-class vessel, named ESTELLE MAERSK, seen arriving for the first time in Rotterdam-Europoort - Photo : Jan Oosterboer ©

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 **UILENSPIEGEL** seen rain bowing during works in Tanger (Morocco)

Photo : [Jacco van Nieuwenhuyzen](#) ©

Chopped-off finger led to ship's grounding

An accident in the galley of the doomed vessel **Server** played a role in its eventual grounding off western Norway over the weekend. Attempts were being made Tuesday to get more oil out of its wreckage to contain a worsening oil spill. Clean-up crews had an oily mess on their hands, as they struggled against stormy weather to control an oil spill on Norway's west coast.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

The waters in the sound around the lighthouse (Fyrsundet) at Fedje, north of Bergen, were brownish-black this week after more heavy bunker oil seeped from the *Server's* wreckage. Only about 135 of the 585 tons of oil on board the *Server* had been recovered as of Monday night.

One of the vessel's fuel tanks remained intact, and emergency workers said they'd try to transfer its contents over to containers during the course of the day. It was possible to move the tank into calmer waters to conduct the transfer.

There was a threat of more pollution, however, from tanks at the stern of the vessel, which continued to be buffeted by stormy winds. They were believed to contain more than 100 tons of oil and diesel, and likely aren't intact.

"As long as the weather is this bad, it's impossible to do anything with them," said Ane Eide Kjærås of the Norwegian National Coastal Administration, which is in charge of the oil spill clean-up operation.

Seabirds were struggling in the oily water, and the fate of most of them was dire. Even small amounts of oil on their feathers can destroy their natural insulation, meaning they'll freeze to death.

Ornithologists feared more than 1,000 birds could be killed by the oil. The bulker, in the fleet of Greek shipping company Dalnave with Avena Shipping of Athens as its registered owner, had been inspected by Norwegian classification society Det Norske Veritas (DNV) as late as last Wednesday when it was in port at Årdalstangen.

The vessel then sailed empty from Årdalstangen to Murmansk but the voyage was interrupted by a galley accident on board. The vessel's cook accidentally cut off a finger and the captain decided to take the vessel in towards land at Fedje to get medical help for the injured crew member.

One of the vessel's insurers suggested the *Server* didn't have enough ballast water in its tanks to keep it low enough in stormy seas.

"The captain couldn't keep the ship on a westerly course out from Fedje," said Nicolas Wilmot of Gard, the so-called P&I club that holds the vessel's protection and indemnity coverage. The *Server's* speed fell, at times its propeller was reportedly out of the water and the captain lost control, ending with the grounding.



The **REGGEBORG** seen in the port of Le Havre

Photo : Gert Berghuis ©

Hamburg Sud Owner Dead at 90

Hamburg Sud owner Rudolf August Oetker died in a Hamburg clinic on Tuesday morning at the age of 90, reports TradeWinds.

Known in Germany as the "pudding king" for his Dr Oetker line of baking products and pizzas, he was born on 20 September 1916 and was one of the country's foremost post-war businessmen.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

The exact cause of death was as yet unknown, German media reported, Boxship company Hamburg Sud's sister tramp shipping operation Rudolf August Oetker (RAO) is named after him.

Oetker's chemist grandfather invented ready-to-use baking powder and founded the group in 1891. Following the death of Rudolf August's father, Rudolf Oetker, in the Verdun killing fields in 1916, the family business was run by his mother Ida and her second husband, Richard Kaselowsky.



Hamburg Sud's **MONTE PASCOAL** – Photo : Jan Berghuis ©

After graduating from high school, the young Rudolf August opted to do an apprenticeship in banking, but that only lasted until 1936 when he was conscripted. Kaselowsky, who took over in 1918, chartered the growing business into new territory by developing baking ingredients like vanilla sugar or introducing powdered pudding mix onto the market.

Then in 1944, following the death of his mother, step father and two half-sisters, it was Rudolf August who took over at the helm.

Oetker himself helped turn the company into a leading consumer products group that sells all sorts of baking products as well as frozen pizza, beer and champagne. His son August took over in 1984 and still runs the \$7.9bn group. With his family, Oetker also owned five five-star hotels, a grocery chain, a publishing company and insurance groups.

Oetker married third wife, Marianne, in 1963. He had a total of eight children. In 1976, one of his sons, Richard Oetker was the victim of a spectacular kidnapping from which he was not released until a huge ransom the equivalent of EUR 10.5m (\$13.61m) was paid.

Oetker was a renowned art collector who had several homes around the world. He was known to enjoy riding and smoking his pipe.



Nederlander gedood door aanval op boot in Nigeria

Een Nederlander heeft dinsdag in Nigeria de dood gevonden toen gewapende mannen een veerbootje overvielen bij de olie-installaties bij Bonny Island. Dat meldden bronnen binnen de olie-industrie aan het Britse persbureau Reuters. Het ministerie van Buitenlandse Zaken in Den Haag kon het bericht dinsdagavond niet bevestigen. Naast de Nederlander zou ook een Nigeriaan de dood hebben gevonden. Andere bronnen reppen van vier doden onder wie de Nederlander.

„Militanten vielen de boot aan van het bedrijf Hyundai die op weg was van Port Harcourt naar Bonney Island. Een marineman, een Nederlander en twee lokale bewoners werden gedood", aldus de niet bij naam genoemde bron van Reuters.

Shell, dat actief is in Nigeria, heeft berichten binnengekregen over het incident. Daarin wordt geen melding gemaakt van de dood van een Nederlander, zei een woordvoerder van het Brits-Nederlandse bedrijf dinsdagavond. De opvarenden van het bootje zouden medewerkers zijn van Hyundai Heavy Industries. Dit Koreaanse bedrijf is in het Afrikaanse land actief als aannemer voor de olie-industrie.

Hull damage seals SS Norway/Blue Lady fate

The ill-fated former **SS Norway (SS France)**, now designated the **BLUE LADY** and sitting forlornly on the beach at Alang in India awaiting a court decision as to whether breakers can commence her demolition, had been dealt what must surely be the death blow to any who harboured hopes of seeing this old ship saved for another day.



Following an inspection it now appears the giant ship, once the pride of France and one of the grandest transatlantic liners, has severe hull damage, probably caused when she was run onto the beach in defiance of a court order holding off her demolition.

The latest court action preventing actual cutting up became necessary over fears of contamination from large quantities

of asbestos cladding remaining on the ship – up to 1,000 tonnes, to which ship breakers would be exposed. For three months the ship has been sitting on the beach awaiting the Indian judges final ruling but now investigators from the Gujarat Maritime Board have discovered the ship's hull is severely weakened as a result of the constant rise and fall of the ship on the tide.

Expert opinion is that it would be next to impossible to tow the ship with the help of tugs and only dredging would present a possibility of getting the ship clear of the sand on which it rests, but that would be exorbitantly expensive, India's Supreme Court has been advised.

Lamu oil drilling ship safe from Somalia war

The offshore oil drilling ship stationed in the Indian Ocean off Lamu, MV **Chyuku** is safe from the spill over of violence in neighbouring Somalia. The assurance was made by Woodside Energy Kenya General Manager, Mr Alex Taylor. "Everything is fine, and work is going on," Taylor told The Standard on telephone, when asked whether the vessel was secure following break out of fighting in Somali.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

US aircraft on Tuesday last week launched attacks against suspected Al Qaeda members said to be holed up near Kismayo port in Somalia. Reports indicated that two helicopters had fired several rockets towards a village near the Kenyan border and there were several fatalities.

An aircraft carrier, **USS Dwight D Eisenhower** arrived off the Somali Coast and launched intelligence-gathering missions over Somalia.

Energy minister Mr Kiraitu Murungi is set to make a site visit to the ship in Lamu that is carrying out drilling exploration off the Kenyan Coast in Lamu. The Minister will be flown to the site, which is 300km from Mombasa aboard special designed helicopters stationed at the Moi International Airport, Mombasa.

Woodside Energy officials would not however divulge details of any progress on the drilling made so far. Woodside Energy has a 30 per cent stake in the consortium, which is drilling on two prospective blocks off Lamu.

The other three firms are Dana Petroleum, which is controlling 30 per cent, Repsol YPF with 20 per cent and Global Petroleum Energy, also holding 20 per cent.

The drilling, which is expected to last for 40 days after which findings would be subjected to analysis before being forwarded to the Government, will costing the joint consortium Sh7 billion (\$ 100 million).

Each of the wells costs about Sh4.9 billion to drill.

CASUALTY REPORTING

Ships collide off Japan

Two Russian vessels have been damaged in a collision in a narrow stretch of water between two of Japan's main northerly islands.

Bad weather has been singled out as the most probable cause of the collision between the 88,400-cbf reefer **Tatarstan** (built 1977) and the 5,590-gt **Pioner Kholmska** (built 1975) in the Tsugaru Strait between the islands of Honshu and Hokkaido on Monday evening.

The reefer is believed to have sustained some tank damage while the general cargo ship has been holed above the waterline, the Organisation of Asia-Pacific News Agencies has reported. Both vessels continued on their journeys however, with the **Tatarstan** heading for the Russian port of Vanino and the **Pioner Kholmska** en route to Vladivostok.

No injuries or pollution have been reported from the accident which reportedly happened during heavy snowfall. Both vessels fly the Russian flag and are classed by the Russian Maritime Register of Shipping. The **Pioner Kholmska** is owned by Sakhalin Shipping Co and is insured with the UK P&I Club.

Opvarende vissersschip overboord en verdronken

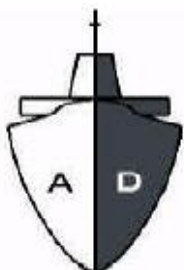
Een 40-jarige opvarende van een vissersschip uit Ouddorp is dinsdagochtend vroeg overboord geslagen en verdronken. Dat heeft het Kustwachtcentrum in Den Helder laten weten. Het ongeval gebeurde rond 3.00 uur negen kilometer ten westen van Goeree-Overflakkee. De man viel bij het werken aan het net in zee.

De schipper van het schip **The Millers** of de **OD12**, sloeg alarm bij het Kustwachtcentrum waarna een zoekactie op gang kwam. Daar deden drie reddingsboten, een helikopter en twee inspectievaartuigen van Rijkswaterstaat aan mee. Het levenloze lichaam van de drenkeling, een inwoner van Stellendam, werd twee uur later gevonden en uit het water gevist. De toedracht van het ongeval is nog onduidelijk.

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

VT Group to Supply OPVs

The Support Services and Shipbuilding Company, will make an immediate start on the program with the first of the three Ocean Patrol Vessels (OPVs), which are approximately 100 metres in length, scheduled for hand-over in early 2010, the subsequent ships will follow at six-month intervals. The contract is valued at around £400 million and will create approximately 100 jobs at a shipbuilding site in Hampshire

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

PPL books a repeat jack-up order

PPL Shipyard, a subsidiary of SembCorp Marine, has secured a repeat rig building contract from Offshore Group Corp. worth US\$190 million for the construction of a Baker Marine Pacific Class 375 Deep Drilling Offshore Jack-up Rig.

This is the second rig that the owner, Offshore Group Corp. has placed with PPL . Construction will commence immediately with delivery scheduled end 2008.

The rig will be equipped with a drilling package that will enable it to drill high pressure and high temperature wells at 30,000 feet whilst operating in 375 feet of water. It has accommodations for 120 men.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

PPL Shipyard has built a total of 27 jack-up rigs, 6 semi-submersibles and 4 swamp barges. The flagship jack-up rig design, the BMC 375 Pacific Class has secured orders for a total of 17 units so far since its launch in 2004. Two have been delivered and are now drilling in India and Saudi Arabia.



The **POLAR QUEEN** seen in dock number 8 at Damen Shiprepair in Schiedam

Photo : Ben Heijkoop ©

Shipbuilders Exports to Increase in 2007

According to reports, Korean shipbuilders are forecast to enjoy an 18 percent increase in exports this year because of strong demand for high-priced ships and other products. The Korea Shipbuilders' Association predicted Monday that local shipbuilders will log \$26b in exports in 2007, up 18 percent from an estimated \$22 billion in 2006. The country has recorded a sharp rise in shipbuilding exports over the past few years on the back of growing global orders for vessels to carry oil, gas and other products. The exports stood at \$17.7b in 2005 after surpassing the \$10b mark in 2003. Hyundai Heavy Industries, the world's largest shipbuilder, predicts that its exports will increase to \$9.2b, up from last year's \$8b.

Daewoo Shipbuilding and Marine Engineering, the No. 2 shipbuilder, seeks to export \$7 billion, up from last year's \$5 billion.

Samsung hits record high

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

Samsung Heavy Industries, the world's second-biggest shipbuilder, said 2006 earnings were its highest ever on the back of better ship prices.

The Korean company made a net profit of KRW 166.2bn (\$177.81m) last year, more than double the KRW 74.3bn it posted for 2005.

Revenues jumped 15% to KRW 6.35 trillion. It is now seeing the benefit from vessels ordered in 2004 and 2005, when prices surged. Its operating profit was KRW 98.6bn in 2006, up from a loss of KRW 4.3bn the previous year.

VT Group Signs \$600m Oman Ship Contract

VT Group (VT), the Support Services and Shipbuilding Company, has signed a contract with the Government of Oman



to supply three Ocean Patrol Vessels (OPVs) for the Royal Navy of Oman. Work will start immediately on the programme with the first of the ships, which are approximately 100 metres in length, scheduled for hand-over in early 2010 and the subsequent ships at six-month intervals. The programme is valued at around £400 million over a five-year period, including initial support. VT Group Chief Executive Paul Lester commented: "This is a major export success for the UK and maintains the long and successful relationship we have had with the Royal Navy of Oman over the past 25 years. These ships will be the most advanced of their type in the world when they are completed. "The program will

supplement our work on the Royal Navy's Type 45 destroyer and will ensure that our shipbuilding division has a very healthy workload for the next five years."

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



The newbuilding "**Hovden Viking**" seen arriving at Aalesund for christening. This 90 feet purse seiner, NC 90, is designed by Naval Consult and built by Larsnes Mek. Verksted as hull no 44.



To attend the christening, the sistervessel, hull no. 43 "**Sjøglans**", was alongside as well.

Photo's : Oddgeir Refvik ©

China to invest in clearing Yangtze navigation channels

Xinhua News Agency says the Chinese government plans to invest US\$120 million to clearing shipping channels on the Yangtze River this year.

The investment, earmarked by the Yangtze River Waterway Bureau, will be used for dredging and removal of rocks on many stretches of the river. In many sections of the river, shallow water or rocks still hinder navigation. The Yangtze River is a major transport link between west, central and east China.

Taking delivery of the first newbuilding PSV from CSL

Deep Sea Supply today took delivery of `Sea Trout`, the first Rolls Royce UT 755 L delivered from Cochin Shipyard (`CSL`) in India. The vessel was delivered 2,5 months after the scheduled delivery time. Deep Sea Supply has contracts for another 7 vessels to be delivered from CSL during 2007 and 2008.

CSL expects the 2nd vessel to be delivered in April 2007 (equivalent to 2-3 months delay), the 3rd and 4th vessel to be delivered on schedule and the vessels 5, 6, 7 and 8 to be delivered ahead of schedule.



The **DEUTSCHLAND** seen approaching the port of Callao (Peru)
Photo : Ken Lim ©

Germanischer Lloyd Restructures Maritime Services

Germanischer Lloyd has restructured its Maritime Services. In order to respond even better to client requests the classification society has optimized its workflows. As from January 2007, the Maritime Services will be subdivided into the divisions Fleet in Service, Ship Newbuilding, Maritime Systems and Components and Innovation and Strategic Research. Consisting of a number of competence centers and departments, each division has been assigned to a client group: shipowners, shipyards and supply industry. The aim is to provide the customers with individual technical support. Peter Leveringhaus, a graduate engineer, has been appointed manager of the new division Maritime Systems and Components.

Leveringhaus is a graduate in mechanical engineering and a qualified electrician. He has acquired professional experience as department head and sales manager. As a general manager he was responsible for the development and design of technical aviation components and equipment as well as for plant engineering and electronics. His division team is made up of 140 experts. Besides automation and electrical engineering, combustion engines and propulsion systems, these specialists inspect plant installations and tank safety. Also, they certify container technology, tank containers, pressure vessels and diving technology and are responsible for technical material and welding inspections.



Green Pin®

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



The **ESTELLE MAERSK** seen approaching Rotterdam-Europoort

Photo : Charles Bijl ©

BERGESEN WORLD BUYS FURTHER INTO PROSAFE

BW Offshore has acquired over 5% of the share capital in fellow offshore company, Norway's Prosafe ASA, resulting in a combined holding by BW group entities of 22.6% of the shares and votes in the firm. BW Euroholdings is the second BW group with shares in Prosafe. Both are controlled by Bergesen World.

BW Offshore has previously declared its interest in being an active participant in consolidation in the FPSO industry. With the trend towards producing oil and gas in deeper waters offshore, this sector is experiencing rapid and strong growth. BW Offshore believes that a transaction with Prosafe would create a major FPSO player "with the largest geographical footprint in the industry and well positioned to take advantage of growth opportunities". To finance the share purchase at NOK 86.0 per Prosafe share, BW Offshore will conduct a placing of new shares in BW Offshore at a price per share of NOK 26.0. Gross proceeds from the transaction will be approximately NOK 1.1 bn.

Loyang offshore supply base to undergo facelift

The 100-hectare (247-acre) Loyang offshore supply base in Singapore is to be redeveloped into a "one-stop shop for exploration and production hub for Asia," Singapore's Minister of State for Trade & Industry, S. Iswaran, said today.

The redeveloped mother base, a home to 200 oil and gas companies operating in Asia, will be designed to better serve the needs of the Asian offshore industry, Iswaran told attendees at the opening of the Offshore Southeast Asia conference and exhibition.

Iswaran pointed out the tremendous growth of Singapore-based oil and gas equipment manufacturing companies, with 2005 output expanding by 68% to \$2.6 billion.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

Iswaran expressed Singapore's commitment to the growing offshore oil and gas industry, pointing out the global position the city-state's shipyards have achieved in rig building and ship conversions.



Birds-eye view seen from the Pilot helicopter at Maas pilot station, just prior lowering pilot Rik van Marle down on the brandnew **NYK VEGA** which is seen approaching Rotterdam-Europoort during her maiden voyage

Photo : Rik van Marle ©

P&O keeps Pride of Bilbao

P&O European Ferries has extended its charter on the incident-prone 38,000-gt ferry **Pride of Bilbao** (built 1986).

Ferry owners, Irish Continental Group (ICG), confirmed today the UK-based ferry company had exercised its option to keep the vessel until October 2010. It has had the vessel on continuous charter since ICG bought the vessel in 1993.

It follows the October renewal of a charter on another ISG ship, the **Kaitaki**, which P&O has been sub-chartering to New Zealand ferry operator Toll Shipping. ISG said today the combined charter income from the **Kaitaki** and **Pride of Bilbao** would be 20% lower when the new charters start in July and October respectively.

The unfortunate **Pride of Bilbao** has hit the headlines twice in the last six months, once after it was implicated in the disappearance of a yacht in the English Channel, and more recently after £500,000 (\$982,000) of cocaine was found in the petrol tank of a car onboard. P&O currently runs the ship between the Spanish port of Bilbao and Portsmouth in the UK. The company holds one more option on each ship, to keep them until 2013.

Latest South African port tug order in trouble

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

According to sources but as yet unconfirmed, the order for two new tugs for the National Ports Authority, which had been awarded to Damen Shipbuilding and were to be built at the Southern African Shipyards in Durban, is in dispute and on hold. It seems an appeal has been lodged over the tender by a Cape Town shipbuilding company and the shipbuilding programme at Durban has been placed on hold and may be cancelled for a new tender to be issued.

Details of the claim are not known but it should be remembered that several previous tenders for tugs to be built for the National Ports Authority have been bedeviled by law suits and counterclaims, leading to a number of tender processes being abandoned.

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>



Above the 2005 built tug **CHAMPION** ex-TADAMI MARU seen leaving Valletta after a fuel stop journey from Japan to UK under command of **Redwise** master **ADRIAAN MENDRIKSMA**.

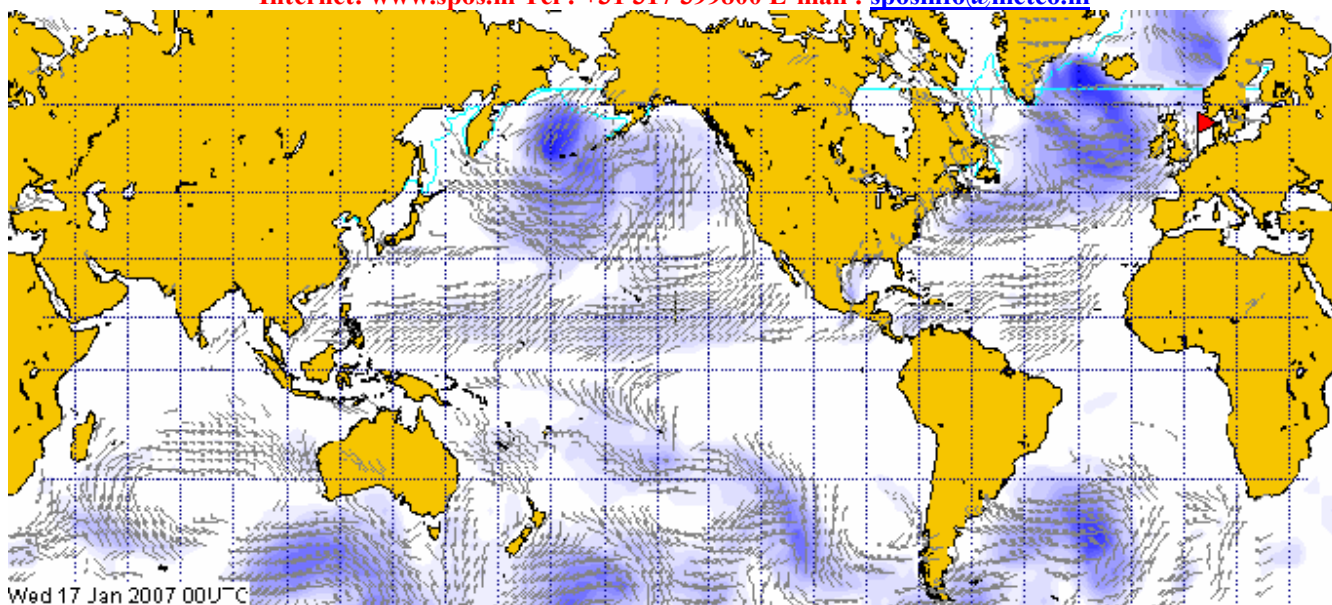
Photo : Lawrence Dalli ©

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 **ACERGY DISCOVERY** seen in drydock in Brest

Photo : Jacques Carney ©

Gevraagd: monument voor de Cornelis

Door Wout Bareman

Het is een danig uit hand gelopen liefhebberij. Alles wat ook maar enig raakvlak heeft met havenstad Terneuzen, heeft zijn aandacht. En dat al decennia lang.

In zijn onbetaalbare archief (van glasplaat tot digitaal) koestert hij tienduizenden foto's van bootjes en schepen in alle soorten en maten, van het oude Vissershaventje tot de verbreding van het Kanaal van Gent naar Terneuzen en niet te vergeten van ontelbare scheepsongevallen, van strandingen en aanvaringen.

Maar kroonjuweel van de collectie van Terneuzenaar **Adri van de Wege**, tevens contributor van vele foto's voor de scheepvaartnieuwsbrief, is ontegenzeggelijk de geschiedenis van de Terneuzense rederij A. C. Lensen, in het begin van de twintigste eeuw, één van de belangrijkste werkgevers van wat toen nog een bescheiden havenplaatsje was.

Van de Wege richtte vijftien jaar geleden, samen met stadgenoot Cees van Doorn, een tentoonstelling in, die helemaal gewijd was aan de rederij. Centraal in die expositie in de stadhuisshal stond het stoomschip **Cornelis** of liever gezegd, de ramp met de **Cornelis**.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

Heemkundigen in Terneuzen beamen dat, als Van de Wege die ramp niet aan de vergetelheid had onttrokken, niemand er ooit nog bij stilgestaan zou hebben.

Van de Wege knikt: „Ja, dat is natuurlijk wel zo. Bij die ramp - op 16 oktober 1922 - kwam de hele tweeëntwintigkoppige bemanning om het leven, onder wie dertien Terneuzenaren. Het is meteen ook de grootste maritieme ramp uit de historie van de stad.”

Daar is inmiddels ook het bestuur van de Heemkundige Vereniging Terneuzen van doordrongen. Gisteren werd bij wethouder Jaap Bos (cultuur) een brief afgeleverd, waarin de heemkundigen hem dringend vragen mee te werken aan

de oprichting van een gedenkteken voor de omgekomen opvarenden van de **Cornelis**.

Ze doen hem ook maar alvast een aardige suggestie aan de hand. Iedere zomer verzorgt een groep kunstenaars een beeldenroute, waarvan het zwaartepunt op de Scheldeboulevard ligt.

Jaarlijks koopt de gemeente ook één van de kunstwerken aan. Voorzitter Edwin Hamelink van de Heemkundige Vereniging in de brief: „Dit kan de gelegenheid zijn om een kunstenaar de opdracht mee te geven een beeld te ontwerpen ter nagedachtenis aan de scheepsramp. Wij denken aan een kunstwerk waarin de tragedie van de verscheurde gezinnen symbolisch tot uitdrukking komt. In ieder geval dient het vergezeld te gaan van de namen van de omgekomen bemanningsleden.”

Het zou, vinden Hamelink en Van de Wege, de nabestaanden (onder wie veel kleinkinderen en andere familieleden) eindelijk een plaats bieden, waar ze na al die tijd hun verdronken grootvader, overgrootvader of andere verwante kunnen gedenken.

De **Cornelis** was op zaterdag 14 oktober met een lading hout voor de mijnen in Wallonië uit de Finse haven Uleaborg vertrokken.

Bij het passeren van de Finse Ålandseilanden is het schip mogelijk door een verandering van de seinlichten van de vuurschepen misleid en vervolgens bij Grunkallen



voor de Zweedse kust op de rotsen gelopen.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 015

Direct na de stranding was er aan boord nog geen sprake van paniek. Het weer was rustig en diezelfde dag kwam er ook nog een reddingboot langs, die onverrichterzake terugkeerde naar de haven. Maar toen de boot zich een dag later opnieuw meldde, was de bemanning verdwenen. Niet lang daarna spoelden de eerste lichamen aan; de reddingboten van de **Cornelis** waren kapot geslagen op de rotsen.

Op vrijdag 27 oktober werden zes bemanningsleden in het Zweedse Öregrund begraven, met een aantal andere opvarenden gebeurde hetzelfde in de dorpen in de omgeving; het lichaam van enkele verdronken bemanningsleden is nooit teruggevonden.

Van de Wege reisde vorig jaar af naar Öregrund, waar hij in het plaatselijke museum oog in oog stond met de opgedoken scheepsbel van de **Cornelis**. Op de begraafplaats stelde hij verbaasd vast dat bij de drie meter hoge gedenksteen op het graf van de zes bemanningsleden nog regelmatig verse bloemen worden gelegd.

Het graf en de steen worden door de plaatselijke bevolking keurig onderhouden. Van de Wege: „Dat trof me enorm. Die mensen gedenken die ramp nog steeds, terwijl er in Terneuzen nagenoeg niets aan herinnert. Ja, dat mag je best een beetje wrang noemen. Ik heb de laatste tijd met verschillende nabestaanden gesproken en dan voel je dat die mensen er in gedachten nog steeds mee bezig zijn. Ik sprak bijvoorbeeld een vrouw van 93 jaar, die helemaal in tranen was. Alleen als je zelf gevaren hebt, herken je die emoties. Met een gedenksteen, zoals dat nu door de Heemkundige Vereniging wordt voorgesteld, kunnen we het verdriet van die nabestaanden eindelijk een plaats geven.“

Wanneer het monument onthuld moet worden? Natuurlijk op 16 oktober, 85 jaar na de ramp met de **Cornelis**.

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.