

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 042



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

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**ITC's BOULDER seen departing from Shipdock in her new colours  
Photo : Danny Plug ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **Maersk Nottingham** is the former **P&O Nedlloyd Regina**  
Photo : Jan Verhoog ©

## Japanse walvisvaarder en schip actievoerders botsen tweemaal

Een schip van **Sea Shepherd**, een groepering die actie voert tegen de walvisvaart, is maandag tot tweemaal toe in aanvaring gekomen met een Japanse walvisvaarder.

Het schip, de **Robert Hunter**, probeerde de Japanners te beletten om in de buurt van een kudde walvissen te komen. De **Robert Hunter** liep daarbij boven de waterlijn een scheur in de romp op van een meter lang. Dat hebben **Sea Shepherd** en de Japanse autoriteiten meegedeeld.

De confrontatie had plaats in de met ijsbergen bezaaide Zuidelijke IJszee, ver ten zuiden van Nieuw-Zeeland. Japan beschuldigde de actievoerders van **Sea Shepherd** ervan als piraten te werk te zijn gegaan om de walvisvaarder, de **Kaiko Maru**, tegen te houden. Ze zouden daarbij waarschuwingsspijlen op het schip hebben afgevuurd en geprobeerd hebben met een touw de schroef te blokkeren.

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De Japanners zagen zich gedwongen hun vaartuig stil te leggen en stuurden een noodsignaal uit om de hulp in te roepen van een andere Japanse walvisvaarder die in de buurt aan het werk was.

Volgens Paul Watson, de oprichter van **Sea Shepherd**, voer de **Kaiko Maru** tweemaal op de **Robert Hunter** in toen deze de weg naar de kudde wilde blokkeren. Vanaf twee schepen van **Sea Shepherd** is vervolgens gereageerd op het Japanse noodsignaal, maar werd geen reactie terug ontvangen, aldus Watson. Vorige week werd een andere Japanse walvisvaarder ook al gehinderd door **Sea Shepherd**, waarbij twee Japanners licht gewond raakten door een stinkend zuur dat ze van actievoerders over zich heen kregen gegoooid.

De Japanse walvisvloot vertrok in november met zes schepen voor een half jaar durende jachtpartij. De Internationale Walvisvaartcommissie heeft de walvisjacht in 1986 verboden, maar voor Japan werd een uitzondering gemaakt waardoor het land walvissen mag vangen voor wetenschappelijke doeleinden. Critici stellen dat in werkelijkheid commerciële belangen meespelen, omdat het vlees van de gedode dieren verkocht wordt. Walvisvlees geldt in Japan als een delicatessen.



The **RIJNDAM** seen in Cook's Bay Moorea, French Polynesia.

Photo : Capt. Maurits Groothuis ©

## SVITZERWIJSMULLER REFLOATS THE SEALARK

SvitzerWijsmuller Salvage yesterday started operations to refloat the grounded **SEALARK** and succeeded to do so during the first attempt. The nearly 1,600 ton DWT, 1979 build vessel had grounded near the entrance to Randers in Denmark, some 30 miles north of Aarhus on Friday 09/02. The nearly 70 meter long vessel had 6 silo's on board as cargo for the UK. Based on the first reports a SvitzerWijsmuller Salvage B.V. salvage master from Denmark was sent in immediately. In close co-ordination the owners and the surveyors prepared a salvage plan based on which permission was obtained from the Danish Authorities for an immediate refloating attempt during the high water on Saturday 10/02 in the early afternoon. Two shallow draft tugs were mobilised immediately, amongst whom the SvitzerWijsmuller tug **SVAVA**. The tugs connected up and in a controlled attempt under command of the SvitzerWijsmuller Salvage B.V. salvage master the vessel was subsequently successfully refloated at 15.35 LT on Saturday 10/02.





Seen at the Clyde at a very fast speed. It has a BP logo on it and the following details

**ARRC-04**

**GEORGE TOWN CI**

**Photo : Tommy Bryceland – Scotland ©**

**Does any of the readers is having more info about this craft ??**

## More Napoli cargo washed into sea

Coastguards say a small amount of cargo from the wrecked container ship the **MSC Napoli** went overboard in bad weather at the weekend. About eight bags of yellow plastic strips went into the sea but most have been collected from Lyme Bay.

Several drums of brake fluid were also removed by a salvage team. No more containers have been lost, says the Maritime and Coastguard Agency (MCA).

The 62,000-tonne vessel was grounded off Branscombe on 20 January.

Her hull was damaged in a Channel storm during which her 26 crew were airlifted from a life raft. The ship was carrying 2,200 containers, 315 of which have now been transported by barge to Portland in Dorset.

More than 50 containers washed ashore and 46 have been lost overboard. Sea swells of up to 3m were reported at the weekend in the area immediately around the grounded ship.

The giant barge being used to take containers off the Napoli will return alongside the ship when weather conditions improve sufficiently.

The barge has spent the weekend sheltering at nearby Portland. Other lost cargo from the **Napoli** has appeared on beaches more than 30 miles away in Torbay. MCA officer Derek Smith said: "There has been no significant deterioration of the vessel.

"A light sheen of oil has been reopened drifting to the west, but there is very little of it and it is being broken up."

## **Crime costs Durban its cruise ship call**

The luxury cruise ship **SEVEN SEAS VOYAGER** which has completed cruising along the southern African coast, making calls at Walvis Bay, Cape Town, Richards Bay and Maputo, avoided a stop at Durban this week because of security fears, it has been learned.

This was disclosed on board the ship in Richards Bay harbour on Wednesday, when it was said that when Regent Seven Sea Cruises drew up its itinerary a previous security problem in Durban led to the decision to avoid the KZN port.

Our guests do not feel safe getting off the ship in Durban where passenger facilities are not secure, so we chose Richards Bay instead, said the ship's master, Capt Dag Dvergastein. Despite the perception that Durban is 'unsafe', he said that South Africa and Africa remained a popular destination among the passengers, who visited the nearby game parks and the St Lucia World Heritage Wetland Park while the ship was in Richards Bay.

He was possibly referring to an incident that occurred in November with the visit to Durban of the German cruise ship **AMADEO**, during which three busloads of passengers were taken to the beachfront where each group was mugged and had goods stolen from them at knifepoint in quick succession.

The incident has received worldwide adverse publicity and undone much hard work done by the KwaZulu-Natal Tourism bodies which have been promoting KwaZulu-Natal and Durban in particular as a cruise centre.

## **Mozambique fishing boat owner gets heavy fine**

The owner of the Mozambican fishing boat **TWANANO**, which was arrested while fishing illegally near Kosi Bay in 2006, received a hefty R500,000 fine in a Richards Bay court this week.

On 18 May 2006 the South African patrol boat **SARAH BAARTMAN**, which was on patrol in the area, arrested the TWANANO while fishing off the KwaZulu-Natal coast near the Mozambique border and escorted the vessel and its crew to Richards Bay where the ship was detained.

The owner subsequently flew to Richards Bay and was also arrested. He and the crew were later released on bail although the boat remained in custody in the port.

This week the case came before the regional court where the owner, Jose Ernesto of Maputo received the half million rand fine after pleading guilty to four charges under the Marine Living Resources Act. Four-fifths of the fine has been suspended for five years.

The boat's skipper was also fined half a million rand but received a full suspension of the fine for five years.

## **You can now own a personal submarine**

The world's first personal submarines have been launched with a price tag of £65 000 (about R910 000).

Dutch designers claim the subs will make owners feel like they are "flying through the water".

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The one-seater version is 2,7m long, and the 3,3 model seats two. Owners who really want to impress can get go-faster stripes and custom paint jobs.

The tiny **C-Quester** can dive to 50 metres and cruise beneath the waves at up to four knots using electric-propelled thrusters.

It can stay underwater for two-and-half hours straight or 36 hours in the event of an emergency. The vessel's high-strength pressure hull allows the pilot to submerge in a totally dry cockpit and surface straight from the maximum depth without risk of decompression problems.

Makers U-Boat Worx, which took three years to perfect the subs, said: "Never before has it been possible for the public to explore the underwater world with a one-atmosphere submarine."

But budding Jacques Cousteaus will need to get an underwater pilot's license before they get behind the wheel.

## ERIKA TRIAL STARTS

THE trial of those allegedly responsible for the loss of the Maltese-flag tanker, and the subsequent pollution, seven years ago starts in Paris today.

It is expected that these proceedings will be lengthy and expensive 15 defendants being charged with sea pollution and with having risked the lives of others. The tanker's owner, classification society Rina and French maritime officials and the charterer Total are among those accused

Total executive Bernard Thouillin and two of the company's affiliates, Total Transport Corporation and Total Petroleum Services, are to answer accusations that they chartered a tanker of dubious seaworthiness in order to meet a tight deadline for delivery of the cargo to Italy.

A Total spokesman said: "We consider the allegations to be groundless."

The split in two and sunk near the coast of western France spilling some 19,000 tonnes of oil which affected 400 kilometres of beach killing an estimated 150,000 birds.

## Profits soar for Norway oil giant

Norway's Statoil has reported surging annual earnings as the oil and gas firm pushes ahead with the takeover of Norwegian rival Norsk Hydro. State-run Statoil said its full-year net income rose by 31% to 40.6bn kroner (£3.3bn; \$6.5bn) during 2006.

Statoil and Norsk Hydro unveiled plans last year to create the world's largest offshore oil firm, capable of producing 1.9 million barrels of oil a day. The firms expect to produce annual cost savings of about \$650m from the merger.

Under the proposed deal, the Norwegian government would hold 67% of the shares in the new operator.

Norway is the world's third-largest crude oil exporter, after Saudi Arabia and Russia.

"Annual income for 2006 is the best ever," said Statoil chief executive Helge Lund. "We maintain strong earnings and competitive returns, despite temporarily lower production overall."

Statoil's sales in the final three months of the year fell to 103.6bn kroner, from 106.1bn kroner a year earlier, mainly because of a 9% decline in the firm's total oil and gas production.

Other oil companies around the world have also reported record profits as the price of crude oil surged this year.

## Tanker at Anchorage off Porvoo after Grounding

The oil tanker "**Propontis**" has been convoyed by the tugboat "Ahti" to a new anchorage, west of Kalbodagrund near Porvoo where it will stay until Monday, reports Finnish Environment Institute.

On Monday, pilots and two tugboats will help it through an archipelago fairway to another anchorage at Svartback, closer to Porvoo. The berth in Kilpilahti oil harbour will probably be accessible on Wednesday.

M/t "**Propontis**" touched ground west of Hogland in the Gulf of Finland, during the night between Thursday and Friday. There are cracks in the bow and two dents of 20-40 cm in the right side. No oil spills into the sea have been observed. M/t "**Propontis**" is a crude oil tanker with double bottom. It was completed in 2006 and it has a crew of 25 persons. The length of the tanker is 249 m and it has 100 000 tons of crude oil aboard. The vessel was on the way from Primorsk to the North Sea.

## CASUALTY REPORTING

### Ship with explosive cargo catches fire

A flag of convenience ship carrying volatile ammonium nitrate is being towed back to Newcastle after its engine room caught fire.

The Australian Transport Safety Bureau said the engine or wiring of the Bahamas flagged **Baltimar Boreas** had caught fire, disabling the ship, after it left the Newcastle Port on Thursday night.

The fire had been extinguished and a tug had been sent to tow the ship back to Newcastle, where it was expected to arrive on Friday evening, an ATSB spokesman said. Dean Summer, an Australian spokesman for the International Transport Workers Federation, said the federal government had to explain what the ship was doing plying the eastern coast of Australia with such a dangerous cargo.

"This foreign vessel with a mix of foreign crew has been trading up and down the east coast since January 4," Mr Summer said. "It's visited six Australian ports over the past five weeks and it can't do that without some sort of permit from the federal government. We want the government to come clean. We want to know why a foreign vessel is allowed to carry such high-risk cargo on the Australian coast, putting Australian port communities, our national security and the environment at risk.

"If this ship went up in smoke in Newcastle harbour it could take out the whole city. We want the government to tell the Australian people what is going on.

"Ammonium nitrate is used as an explosive in mining operations, as a fertiliser and is the weapon of choice for terrorists. It was ammonium nitrate that was used during the Bali bombings." Mr Summers said the vessel was expected to arrive back in Newcastle on Friday evening. The ATSB spokesman said the ship had been heading for Port Moresby with its cargo of ammonium nitrate.

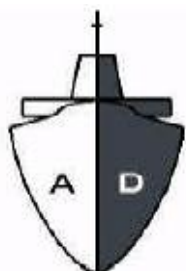
He said two investigating officers had been sent to meet the ship on its return to Newcastle to establish the circumstances of the incident.

## NAVY NEWS

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## ANGLO DUTCH SHIPBROKERS bvba



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### Goederen voor het goede doel



Toen bekend werd dat het bevoorradingschip **Hr.Ms. Zuiderkruis** als nieuw stationsschip naar de Nederlandse Antillen en Aruba zou afreizen, stroomden bij de Koninklijke Marine de steunverzoeken voor transport binnen. De week voor vertrek laadde de bemanning maar liefst 250 m3 aan goederen. Variërend van ziekenhuisbedden, verpleegartikelen tot kinderboeken. Zelfs een gepantserde BMW vond een plekje in de helikopterhangaar.

Direct na aankomst op Curaçao begon de bemanning met het ontladen van de goederen. Als eerste werd de gepantserde BMW 750iL van boord getakeld. Een precisie klus, zeker gezien het gewicht van de auto. De BMW – speciaal uitgerust voor VIP vervoer – is een geschenk van het Korps Landelijke Politiediensten Nederland aan het Korps Politie

Nederlandse Antillen, de Centrale Politie Dienst en de Landelijke Beveiligingsdienst. De commandant van de **Zuiderkruis**, kapitein-luitenant-ter-zee Oscar van Lent, en het hoofd Afdeling Materieel en Logistiek van de marine, kapitein-luitenant-ter-zee Ruurt Tissing, overhandigden namens de KLPD de sleutels aan de nieuwe eigenaren.

Vervolgens werden 47 bedden en matrassen voor het SEHOS, een gift van het Universitair Medisch Centrum Groningen, ontladen. Voor de Biblionef vervoerde de **Zuiderkruis** zes pallets met kinderboeken en voor de ACOM twee pallets met artikelen voor ouderen, zoals rollators. Kinderdagverblijf Lunysol haalde vandaag tien pallets van Stichting Catalpa op met onder meer stapelbedden, stoelen, aankleedkussens en wasmachines. Namens Vegro Verpleegartikelen vervoerde de **Zuiderkruis** ook nog 29 pallets met verpleegartikelen voor project Ban Topa.





## Oldest Coast Guard Vessel Decommissioned

The U.S. Coast Guard decommissioned its oldest vessel, retiring the cutter **Storis** with eight rings of a bell and the playing of taps in a gymnasium at the Kodiak Coast Guard Base. About 70 **Storis** crew members wearing dress blues stood at attention during the ceremony to retire the 64-year-old icebreaker. About 200 invited guests also attended. **Storis** crews have boarded 7,500 vessels, saved 250 lives, kept 25 vessels from sinking, assisted 100,000 people and traveled 1.5 million miles.

The **Storis** has been patrolling Alaska waters since the late 1950s. Capt. James M. McCauley, commander of the **Storis**, thanked Kodiak for the town's hospitality as homeport.

McCauley's last outing with **Storis** was a 54-day patrol in the Gulf of Alaska and the Bering Sea. All 54 days were completed without a single day out of service. Hallmarks of the **Storis** career include sailing the North Atlantic during World War II, when the ship was the command center for a fleet that prevented Nazi Germany from establishing a foothold on Greenland. This was a critical part of the war effort, Brooks said, because weather stations in Greenland helped predict weather patterns in Europe. In the late 1940s, the ship supplied medical aid to Alaska villages while patrolling Southeast Alaska waters. In 1957, **Storis** sailed the Northwest Passage in a historic trip to survey a deep water route. The route was needed to help protect North America's Arctic Coast during the Cold War. **Storis'** most recent patrols were in Gulf of Alaska and Bering Sea conducting fisheries enforcement and search-and-rescue missions. **Storis** is a pioneer in the arena. In 1967, the **Storis** crew was the ship involved in the arrest of a Soviet fishing vessel operating in Alaska waters.

Since 1991, the **Storis** has been the oldest cutter in the Coast Guard, referred to as Queen of the Fleet. The hull number 38 is painted in gold on the ship's bow just forward of the distinctive red stripe signifying a U.S. Coast Guard vessel. With the decommissioning of the **Storis**, Coast Guard cutter **Acushnet** will become Queen of the Fleet. **Acushnet** is home ported in Ketchikan and patrols primarily in the Gulf of Alaska. **Acushnet** celebrated its 63rd birthday on Feb. 3.

## Ronald Reagan Strike Group Enters 7th Fleet

The **USS Ronald Reagan (CVN 76)** Carrier Strike Group (RRSG) entered the U.S. 7th Fleet's area of responsibility (AOR) Feb. 9, as part of a surge deployment to promote peace, cooperation and stability in the region. Led by Rear Adm. Charles W. Martoglio, the Ronald Reagan Carrier Strike Group will be filling the role of **USS Kitty Hawk (CV 63)**, the Navy's only permanently forward deployed aircraft carrier, which is undergoing scheduled maintenance in Yokosuka, Japan.

"Our friends and allies in the region can be assured of continued, robust interaction with our Navy in the form of mutual training opportunities, exchanges, and port visits," said Martoglio, commander, Carrier Strike Group Seven (CCSG 7). "We are committed to the maintenance of peace and stability in the Pacific region." The RRSG completed its maiden combat deployment in July, 2006, following six months of supporting Operations Iraqi and Enduring Freedom, as well as conducting maritime security operations. "Our mission during this surge deployment is to support our nation's defense and our cooperative security commitments overseas," said Capt. Terry B. Kraft, Ronald Reagan's commanding officer. "We are ready and able to rapidly respond to a range of situations on very short notice."

The **Ronald Reagan Carrier Strike Group** is comprised of CCSG 7, Carrier Air Wing (CVW) 14, Destroyer Squadron (DESRON) 7, the nuclear-powered aircraft carrier **Ronald Reagan**, the guided-missile cruiser **USS Lake Champlain (CG 57)**, the guided-missile destroyers **USS Russell (DDG 59)** and **USS Paul Hamilton (DDG 60)**, and Explosive Ordnance Disposal Unit 11, Det. 15. More than 6,000 Sailors are currently assigned to RRSG. The squadrons of CVW-14 include the "Redcocks" of Strike Fighter Squadron (VFA) 22, the "Fist of the Fleet" of VFA-25, the "Stingers" of VFA-113, the "Eagles" of VFA-115, the "Black Eagles" of Airborne Early Warning Squadron (VAW) 113, the "Cougars" of Tactical Electronic Warfare Squadron (VAQ) 139, the "Providers" of Carrier Logistics Support (VRC) 30, and the "Black Knights" of Helicopter Anti-Submarine Squadron (HS) 4. Commander, U.S. 7th Fleet is permanently embarked aboard **USS Blue Ridge (LCC 19)**, which is forward deployed to Yokosuka, Japan. The 7th Fleet AOR includes more than 52 million square miles of the Pacific and Indian oceans -- stretching from the international date line to the east coast of Africa, and from the Kuril Islands in the north to the Antarctic in the south. More than half of the world's population

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lives within the 7th Fleet AOR. In addition, more than 80 percent of that population lives within 500 miles of the oceans, which means this is an inherently maritime region.

### Ship goes to collect Navy sub

The **SAS Drakensberg** leaves for Germany on Friday to accompany South Africa's second arms deal submarine home. The **Drakensberg** and the submarine, known at this stage only as the **S102**, are scheduled to arrive on April 24.

Their progress can be monitored progress on the navy website [www.navy.mil.za](http://www.navy.mil.za), a navy statement said. South Africa ordered three class 209 diesel-electric submarines from German builders in 1999.

The first arrived in Simon's Town in April last year and was christened the "**Manthatisi**" after a Batlokwa chieftainess. The submarines replace three French-built Daphne class submarines in use since the 1970s and retired in 2003.

## SHIPYARD NEWS

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### Sembcorp Marine unit wins \$300 million contract

SMOE, a fully owned subsidiary of Singapore's SembCorp Marine, has secured a contract worth about US\$300 million from Carigali-PTTEPI Operating Company Sdn Bhd (CPOC), Malaysia for the construction of an offshore platform integrated deck.

The contract entails the provision of engineering, procurement, construction, load out, offshore hook up and commissioning services. The platform is to be located in the Malaysia - Thailand Joint Development Area Block B-17, which is about 260 km east of Songkhia, Thailand and about 150 km north of Kota Bahru, Malaysia, in an average water depth of 61 meters.

Facilities on the approximately 18,000 ton deck will include processing, power generation, compression, separation, water injection and utilities. Construction is expected to commence in May 2007 with onshore completion scheduled in June 2009

Mr Ho Nee Sin, Managing Director of SMOE said "We are pleased to be awarded this major contract, a testimony of the confidence of our clients in SMOE's proven capabilities and expertise in offshore platform construction. This is the biggest single contract in terms of commercial value secured by SMOE."

SMOE is an offshore engineering company and has attained a reputation as a leading turnkey contractor in the global oil and gas industry. The company has proven track record of more than thirty years in the construction of offshore fixed platforms, specialized modules and floating production systems for a worldwide clientele.

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The **REBRAS IGUAÇU** seen in Brazilian waters

**Photo : Cor Fontaine ©**

## BALDER BACK IN SERVICE

Heerema has announced that the **DCV Balder** has restarted work in the Gulf of Mexico. The **Balder**, one of the three crane vessels operated by Heerema Marine Contractors, left its repair position at Ewing Bank and set sail to the project location in the Gulf of Mexico.

The **Balder** had been out of order since December 27th 2006.

## SHARJAH EXPANSION UNDERWAY

WORK has now commenced on the expansion of Sharjah Container Terminal (SCT) and the civil work is projected to be completed at the beginning of 2008.

An SCT statement says: "Such has been the growth of business at SCT in recent years - more volume/more and bigger ships/new services - prompted by good performance, a wide range of shipping lines and an increasingly recognized good location in the heart of the booming Sharjah and UAE markets - that His Highness Dr. Sheikh Sultan Bin Mohammed Al Qassimi, UAE Supreme Council Member & Ruler of Sharjah and the Sharjah Port Authority have decided to expand the terminal to cater for future growth. Two new Post Panamax gantries are to be purchased, as well as landside handling equipment and trailers. Two new MHCs have already been delivered and are now in operation."

An additional berth will be created at right angles to the current terminal, overall draft will be increased to 12.5 metres and additional storage area of 30,000 square metres will be constructed.

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The **SMIT TOWY** seen in Milford Haven

Photo : Jan van der Klooster ©

[www.scheepvaarthoek.nl](http://www.scheepvaarthoek.nl)



## Omega to Expand Fleet

Omega Navigation Enterprises, Inc. will acquire two newbuilding Ice Class 1A Panamax product tankers. The vessels, which will be named the **Omega Emmanuel** and the **Omega Theodore** upon their delivery to the Company, each have a capacity of approximately 73,000 dwt. and are both currently under construction at STX Shipbuilding Co., South Korea.

The **Omega Emmanuel** is expected to be delivered on March 23 and the **Omega Theodore** is expected to be delivered on April 26. Following the delivery of these vessels, Omega Navigation will have a fleet of eight product carriers with a combined cargo carrying capacity of approximately 512,358 dwt. The Company also has options to acquire two additional double hull Ice Class 1A product carriers currently under construction which are expected to be available for delivery between August and September 2007. The agreed purchase price of the **Omega Emmanuel** and the **Omega Theodore** is \$64.5m per vessel. The acquisitions will be funded with internally generated cash and commercial bank debt totaling \$60 million per vessel. The balance will be funded by a \$4.5 million, zero coupon warrant issued to the seller for each vessel, which will convert into Omega Class A common shares, no earlier than March 31, 2009



Spotted in Port of Spain (Trinidad) the 4327 grt **SEAMEC III**, built as the **SHEARWATER TOPAZ** during 1983 at the De Hoop shipyard in Lobith (Holland) under yard number 298, the dive support vessel was renamed in **NAND REWANT** during 1985, renamed again during 1995 in **PEERLESS STENA III** and the 92 mtr long vessel got her present name during 2001 and is flying the Indian flag.

Photo : Sikke ©

## MOVEMENTS

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The **STENA FORWARDER** seen departing from Rotterdam.

Photo : Herman Broers ©



The **FRIO AGEAN** seen in Rio Grande – Photo : Marcelo Vieira ©



The **AEGEAN ROSE** seen in the bay of Gibraltar – Photo : **Jacco van Nieuwenhuyzen** ©

## OLDIE – FROM THE SHOEBOX



The **COOLHAVEN** (Havenline-Van Uden) seen departing from Rotterdam, the ship was built during 1961 as the **Cap San Augustin** for Hamburg-Sud, sold to Van Uden during February 1983 and sailed for them for just over 1 year.

Photo : **Aad Sinke** ©

## AIRCRAFT / AIRPORT NEWS

# Berlijnse luchthaven Tempelhof moet sluiten in 2008

De stedelijke luchthaven **Tempelhof** in Berlijn wordt op 31 oktober 2008 gesloten, zo heeft een administratieve rechtbank maandag beslist.



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Daarmee worden de klachten van dertien luchtvaartmaatschappijen afgewezen. Zij wilden op Tempelhof blijven voortwerken totdat de nieuwe stedelijke luchthaven Berlin Brandenburg International (BBI) in 2011 in Schönefeld opengaat.

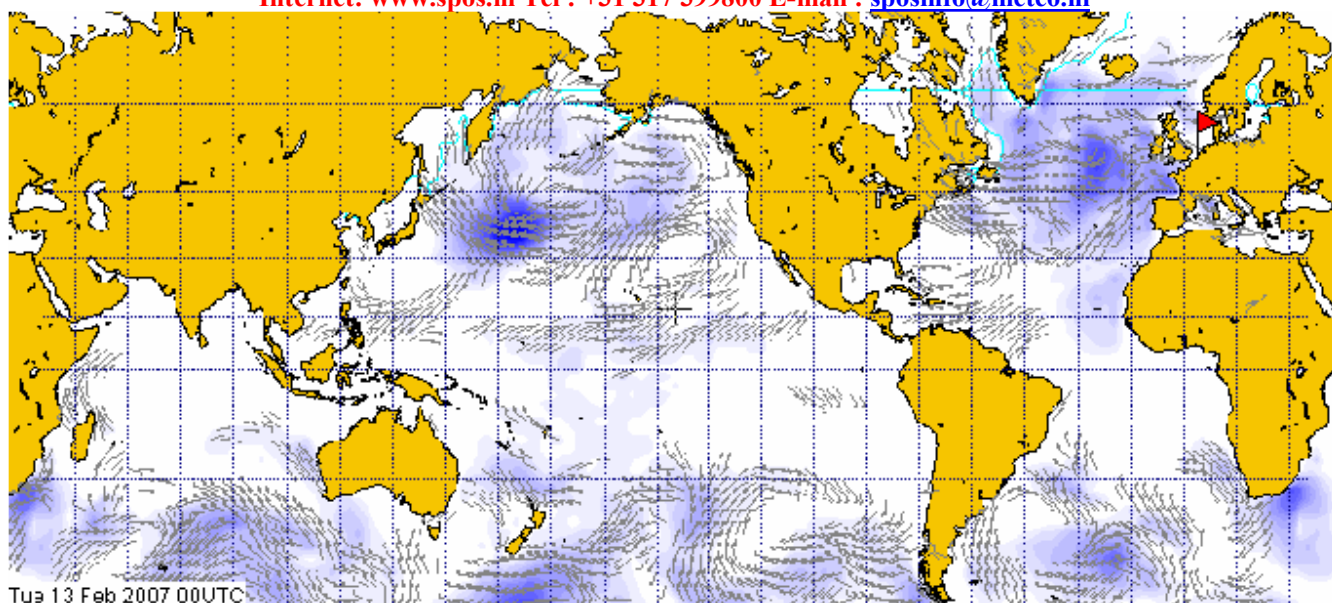
De kleinere maatschappijen voor zakenvluchten vrezen concurrentieel benadeeld te worden bij een voortijdige verhuis naar Schönefeld. De Senaat wil Tempelhof, dat een deficit van tien miljoen euro op jaarbasis optekent, sluiten om de bouw van de BBI-luchthaven niet in gevaar te brengen.

### MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

### .... PHOTO OF THE DAY ....



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 042



The tug **ALIANZA ROSARIO**  
Photo : Cor Fontaine ©

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