

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 122



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**Sunset over the port of Hamburg with the BELUGA RECOGNITION
Photo : Piet Sinke ©**

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EVENTS, INCIDENTS & OPERATIONS



Due to strong winds the MOL car carrier **MARTORELL** encountered problems Sunday evening at the entrance of the Vandammelocks in Zeebrugge, the tugs **UNION AMBER** and the **UNION 5** assisted the car carrier back "on line" and the carrier could enter the locks safely in a later stage.

Photo : Henk Claeys ©

Indonesia slams maritime watchdog over piracy report

Indonesia hit out at the International Maritime Bureau (IMB) over a report that names its waters as the most dangerous in the world.

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Defence Minister Juwono Sudarsono said the IMB in its recent report had deliberately attempted to undermine the South-east Asian nation's competitiveness on the world stage.

Mr Sudarsono said that the report also implied that the nation's security forces were incapable of maintaining law and order in the Malacca Strait, through which half of the world's oil shipments travel.

'I am afraid that those numbers (are intended) to weaken our competitiveness. It was written as if our armed forces and police are incapable of maintaining order (in the strait),' Mr Sudarsono told EIShinta radio.

'(Piracy cases) decreased a lot last year,' he said. London-based IMB reported last month that Indonesian waters accounted for nearly a quarter of all pirate attacks in the first three months of the year.

The international maritime watchdog said attacks were declining in the area, but seafarers should remain on alert while sailing there. It also said that the vast archipelago nation should be applauded for its efforts to reduce the number of attacks.

The three littoral states bordering the strait - Singapore, Malaysia and Indonesia - have implemented several security measures, including coordinated air and sea patrols, to secure the vital waterway.

Mr Sudarsono's comments came one day after the Indonesian navy said it needed a larger and better equipped fleet to prevent a possible terrorist attack in its waters.

'Currently we have around 135 warships and it is not on par with our vast national marine area that needs to be secured,' navy chief of staff Slamet Subijanto said, quoted by state agency Antara.



The **MAXIM GORKIY** seen in the port of IJmuiden – Photo : Roland van Velzen ©



First steamboat cruise ship sails from Guandu Wharf

Taiwan's largest river cruise ship the **Great River Queen** made its inaugural journey yesterday along Taipei's Danshui River, opening a new page in Taipei's river cruising tourism industry. Over 300 guests, including Taipei mayor Hau Lung-bin and Kuomintang presidential candidate and former Taipei Mayor Ma Ying-jeou, partook in the opening ceremony of the New Danshui River Image Cruise, Taipei.

The guests obtained a first-hand look at the new, Taiwan-built steamboat which is modeled after the steamboats that sailed the Mississippi River in the United States in the nineteenth century. The 500-ton steamboat can carry over 300 passengers and has three decks with stylishly furnished banquet facilities and VIP rooms in the main and second deck plus an open-aired top deck.

The maximum speed of the steamboat is twelve knots, allowing the vessel to make the circular journey from Guandu Wharf to Chongyang Bridge in Shezi, to Danshui's Fisherman's Wharf and then returning to the starting point, in two hours. Travelers can opt between five different cruise itineraries throughout the day, ranging from a short excursion from Guandu to Danshui in the morning to the full-length circular journey under the starlight.

Lunch and dinner cruises are also available, featuring cuisine prepared by the Lai Lai Sheraton Hotel, and accompanied by live music. Under the serenades of jazz singer Kathy Lamar, Hau, Ma and three hundred other guests yesterday absorbed the night lights that dotted the banks of the Danshui River.

Through the city's campaign to transform the Danshui River into a "Blue Highway," numerous small boats ferry travelers to and from Taipei's Tataocheng and Danshui, but currently on a limited basis. The opening of the New Danshui River Image Cruise, however, is hoped to bring a large number of tourists along the "Blue Highway" on a daily basis.

Hau said during yesterday's opening ceremony that the opening of the New Danshui River Image Cruise is a testament to the city's clean-up of the Danshui River. "Since the tenure of Mayor Ma, the city has been cleaning up the Danshui River," said Hau. "The cleanup of the Danshui River is my primary goal in my tenure."

Ma said that tourists and travelers can take advantage of the bike lanes which connect with the Guandu Wharf in planning their river cruise holiday. "Taipei's bike lane system stretches from the banks of the Xindian River to Keelung River and then up along the Danshui River and can be used to access the New Danshui River Image Cruise," Ma said. "The cruise will certainly become a top scenic attraction of Taipei."

Scenic areas close to the Guandu Wharf include the Guandu Nature Park, a wetlands nature reserve that is home to endangered birds and which contains a nature education center and bird-watching platforms.

Passengers aboard the cruise are also promised a view of the Taipei 101 along the area of the Chongyang Bridge as well as well as Taipei's nighttime skyline.

GRONINGEN GEBORGEN UIT HARTELHAVEN

Deze week bergen de aannemers 'Van de Herik Kust- en oeverwerken' en 'GPS Marine Services' uit Sliedrecht de **ss Groningen** uit de Hartelhaven (havennummer 7225). Het 110 meter lange wrak moet daar weg omdat het de entree en ligplaats verspert van de vrijdag te openen Rotterdam Container Terminal (RCT). De diepte van dit gedeelte van de Hartelhaven is tien meter.



De **ss Groningen** is de afgelopen weken reeds vrij gebaggerd. Momenteel wordt het schip met een mechanische wrakkenkrijper uit elkaar genipt en uit het water getakeld. Dat gaat in parten van circa 15 meter. Inmiddels zijn enkele delen boven water getakeld en op een ponton geplaatst. In 1984 was reeds een gedeelte van het achterschip verwijderd. Niet het gehele wrak wordt weg gehaald omdat ook een gedeelte

onder de RCT ligt. – Foto : GPS Marine Services ©

De stalen driemaster **ss Groningen** dateert uit 1875 en zonk een jaar later voor de kust van Rotterdam. Sindsdien staat het te boek als wrak 19 van het Nederlandse wrakkenregister.

Legal action threats over SEA DIAMOND wreck

It's been over a month since the cruise ship **SEA DIAMOND** sank off the beautiful coast of Santorini, and authorities there are getting a little impatient with the Greek Merchant Marine Ministry and the vessel's owners.

The ship grounded on the 5th of April and after being controversially pulled off, she sank at 7am on the following day, Friday 6th. Two French nationals, a father and his daughter lost their lives in the tragedy.

Now the authorities of Santorini are demanding to know when the ship will be salvaged or when its potentially disastrous bunker fuels will be removed. Also it could be a matter of days before the world learns what was on the ship's data recorder. It was sent to the US to be analysed by experts and it is being reported by Greek newspaper Kathimerini that a Greek prosecutor has flown to Florida to retrieve the disc.

Bad news and legal threats elsewhere for Louis Cruise Lines as US survivors of the sinking are being reported as suing the ship owners and a travel agency. The residents of Dobbs Ferry, led by lead plaintiff Elizabeth Burbage, claim the accident was handled negligently and are demanding compensation 'for their suffering', reports The Journal News.

The lawsuit states that Louis Cruise Lines failed to avoid colliding with 'a well known reef' said the US newspaper and that the travel agency is being accused of negligence for choosing Louis Cruise Lines.



The **WORLD SPIRIT** seen at the river Tyne

Photo : Kevin Blair ©

Hoekse KNRM redders nemen initiatief in kennisuitwisseling met reddings brigades en bezoek veiligheidsronde deelraad

Op zaterdag 12 mei 2007 heeft reddingstation Hoek van Holland van de Koninklijke Nederlandse Redding Maatschappij het initiatief genomen voor een nog hechtere samenwerking. Daar dit goed en veilig moet gebeuren met de huidige stand van (technische) mogelijkheden zijn de directe belanghebbende uitgenodigd. In de ochtend werd dit gedaan met de Hoekse strandwacht, die dit jaar onder de VRR werken en vrijwilligers van de Vrijwillige 's Gravenzandse Reddings Brigade. In de middag kwamen Hoekse politici op bezoek die belast zijn met de veiligheid in en rond Hoek van Holland. Voor alle aanwezige was dit een vruchtbare dag waaruit goede vervolgspraken zijn voortgekomen.

In de ochtend werden de reddings brigades van de Hoek en 's Gravenzande aan de hand van een presentatie uitgelegd wat de Hoekse KNRM reddingboot **Jeanine Parqui** voor mogelijkheden heeft. Het C2000 systeem is nog niet voor een ieder toegankelijk of makkelijk te gebruiken en op zee werkt men doorgaans met marifoonverkeer. Er is verteld dat de **Jeanine Parqui** een groot scala aan communicatie mogelijkheden heeft en direct met alle voer, vaar en vliegtuigen kan communiceren. Drenkelingen vereisen een gespecialiseerde aanpak waaraan de reddingsbrigades ruimschoots hulp kunnen bieden aan het strand, gebeurt er iets verder op zee dan is samenwerking van levensbelang. Uiteraard werd er een vaartocht gemaakt met de uitgenodigde redders. Er stond een "lekker zeetje" bij een zuidwestenwind 6-7 Beaufort dus ieder genoot!

Conclusie van deze dag was dat de samenwerking met de reddings brigades die al goed was alleen nog maar verstevigd is. Voor de toekomst zijn gelijk concrete afspraken gemaakt betreft samen oefenen. De opstappers van de KNRM reddingboot kennen nu de mensen persoonlijk die in "die kleine bootjes" langs het strand varen. Andersom hebben de leden van de brigades nu wat meer kennis en inzicht in de opstappers die de KNRM reddingboot **Jeanine Parqui** bemand.

De middag werd ingevuld met Hoekse politici uit de deelgemeenteraad die de veiligheid in en rond Hoek van Holland mogen bewaken. Zij waren in de ochtend te gast bij de brandweer en politie en 's middags bij KNRM reddingstation Hoek van Holland. Hier kwam de nadruk te liggen op het vrijwillige karakter van de KNRM'ers en wat het reddingstation Hoek van Holland voor acties heeft. De uitrusting van de **Jeanine Parqui** verbaasde de politici wel het meeste. De indrukwekkende communicatie mogelijkheden, de wendbaarheid van dit "all weather" schip en de medische mogelijkheden voor drenkelingen en patiënten. Verguld met de gedachte wat de vrijwilligers van de KNRM voor de Hoek betekent en een vaartochtje namen zij afscheid.



Busy day in the **port of Rotterdam** as can be seen at the photos
Photo : top : **Luuk Silvius** and below : **Rik van Marle** ©



CASUALTY REPORTING

16 crew missing after South Korean, Chinese ships collide, South Korean coast guard says

Rescuers searched for 16 missing crew members of a South Korean cargo vessel that sank after colliding with a Chinese freighter in heavy fog in waters off northeast China, coast guard officials said Sunday. Chinese maritime authorities mobilized 22 boats and two helicopters for search and rescue operations, but no survivors or bodies have been found, said Yang Jong-ta, a South Korean coast guard official.

"Two life rafts were found but no one was aboard," another coast guard official who identified himself only by his family name, Suh, told The Associated Press early Sunday after talking to Chinese maritime officials. Sixteen crew were on board the 3,800-ton **Golden Rose** when it sank around 4 a.m. Saturday, about 40 miles southeast of Dalian, Suh said. They included one Indonesian, seven South Koreans and eight from Myanmar. The crew of the Chinese ship – the 4,800-ton **JinSheng** – were unharmed and returned safely to Dalian, a coastal city in

northeastern Liaoning province, where they reported the incident to Chinese authorities about seven hours after the collision, Yang said.

South Korea's coast guard sent a telegram to Chinese maritime authorities demanding a thorough investigation into why there was a delay in reporting the accident, and proposing a joint rescue operation, Yang told the AP. Chinese maritime authorities told South Korean coast guard officials that they dispatched a rescue team to the site immediately after learning of the accident, but rejected a call for a joint rescue operation.

The South Korean shipping company that manages the Golden Rose, Bukwang shipping Co., reported the accident to South Korea's Coast Guard on Saturday afternoon, Suh said. Chinese authorities blamed thick fog for the collision, he said.

AANVARING OP HET KANAAL VAN GENT NAAR TERNEUZEN

Maandag middag tegen 14.15 uur zijn op het kanaal van Gent naar Terneuzen ter hoogte van de grens de

NORDSTRAND en de **BEAUMÉ** met elkaar in aanvaring gekomen nadat de **NORDSTRAND** uit zijn roer was gelopen.



gevaren voor inspectie. De **HENDRIK 6** van sleepdienst van Aerde uit Sas van Gent was snel ter plaatse maar hoefde niet in actie te komen. De **BEAUMÉ** is na de aanvaring afgemeerd aan de glasfabriek.

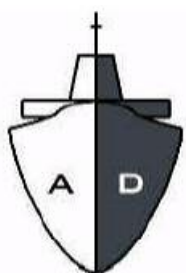
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The Chilean **FFG 18 ALMIRANTE RIVEROS** seen at Den Helder naval base, the frigate is the former Dutch **TJERK HIDDEN** and was official handed over to Chile April 18th 2007 as part of "**Proyecto Puente II**"

Photo : Peter Westdijk ©

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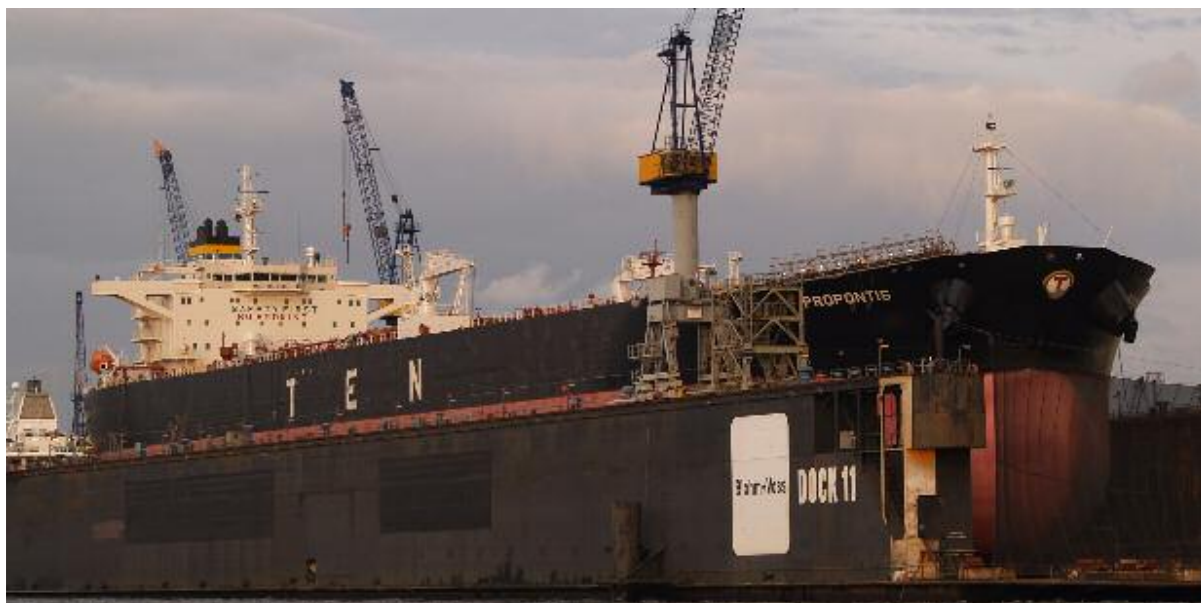
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The **PROPONTIS** seen in drydock at the **Blohm+Voss shipyard** in Hamburg where the tanker ended up after touching the bottom in the Baltic, at present a few hundred ton of steel are getting replaced on the bottom of the tanker.

Photo : Piet Sinke ©

Crown Prince and Princess visit Hyundai shipyard

Norway's Crown Prince Haakon Magnus and Crown Princess Mette-Marit visited Hyundai Heavy Industries accompanied by 70 government officials and business leaders.

The crown prince and his party arrived at HHI in Ulsan 11th May 2007. Mr. Min Khe-sik, vice chairman, and Mr. Choi Kil-seon, president of HHI, showed the guests around the exhibition hall and shipyard.

Norwegian businessmen, journalists, and government officials, including Mr. Dag Terje Andersen, minister of industry and trade, and Mr. Didrik Tonseth, Norwegian ambassador, attended the trip, showing a desire for economic cooperation with Korea.

The crown prince expressed his interest in the technology and size of HHI while touring the shipbuilding site. During a luncheon at HHI's Guest House, he asked Mr. Min and Mr. Choi to build a partnership with Norway, one that would help the development of both countries.

HHI has had a relationship with Norwegian shipowner **Leif Hoegh** since 1979, the year it ordered its first ship. The shipowner has ordered 57 ships from HHI so far. Crown Prince Haakon, who will succeed his father, King Harald V, began a six-day visit to South Korea on May 7th. He is the first member of the Norwegian royal family to visit the Asian country.

Namegiving of Drilling Rig for Maersk Group

On May, 12 2007, Maersk Contractors named its latest newbuilding drilling rig from Jurong Shipyard Pte Ltd., reports the press-service of the company.

The rig was named as "**Maersk Completer**" at a ceremony in Singapore. "**Maersk Completer**" is the first delivery in a newbuilding program of 9 high capacity drilling rigs, which will join the fleet of the company over the next 3 years. The rig is the first of 2 identical jack-up rigs acquired by the A. P. Moller - Maersk Group in July 2006. The rig is capable of operating in water depths up to 375 feet in most parts of the world including the harsh environment of the central and southern parts of the North Sea.

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The new rig is of **Baker Pacific Class 375** design and distances itself from conventional jack-ups in several areas, not least on the drill floor where the highly mechanized equipment leads to increased safety for the crew. The sophisticated drilling equipment will also make the rigs suitable for drilling deep and difficult wells, including high temperature/high pressure wells.

The first assignment for "**Maersk Completer**" is a one-year drilling contract with an option to extend the contract for another 15 months, with Total E&P Borneo at Total's Maharaja Lela field of Brunei.

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The **DUTCH AQUAMARINE** seen leaving Hamburg

Photo : Piet Sinke ©

Durban container expansion gets first public hearing

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The first step in a process of preparing for a radical expansion of Durban harbour aimed at increasing container handling capacity got underway last night (Thursday) at a public meeting in Durban in which the proposals for a new container basin at Bayhead was tabled.

More than 300 stakeholders attended the meeting and heard that at the estimated rate of growth the port was going to run out of container capacity by 2010. It was said that that Durban's container capacity currently sits at 3.7 million TEU – three million TEUs at Durban Container Terminal and 720,000 TEU at Pier 1 and this figure will have been reached by 2010.

At the same time came the news that the actual construction of the new basin, which will create two new terminals with ten berths and additional capacity in excess of 5 million TEUs is unlikely to get underway before 2010, once the necessary environmental impact assessment (EIA) and other regulatory matters had been taken care of.



The **MSC BORNEO** seen arriving in Durban.
Photo : Ian Shiffman ©

According to Transnet the new container terminal at the port of Ngqura, which is being designed primarily as a transshipment facility, will have to act as a safety valve for the lack of capacity at Durban between the critical years 2010 and 2014, by which time the first phase of the new basin on the west side should be complete. The second phase on the east side of the basin will follow by 2017.

The project is to commence with dredging of wider channels along the Esplanade and Maydon channels leading to the Bayhead and excavation and dredging of the basin itself.

Interested stakeholders raised a number of concerns and suggestions, which have been recorded for followup. High among these are concerns about the future of Bayhead tenants including the ship repair and shipbuilding industry, yacht marinas and recreational clubs that have their home in the affected area or the Silt Canal adjacent to the proposed basin.

Also of concern was road congestion around the harbour which is already critical. It was pointed out that a detailed study of traffic requirements needs to be made before additional cargo is placed on the network. A spokesman for Transnet, Mario Steyn said that Transnet intends diverting container traffic from the road to rail, a suggestion that met with some scepticism.

Wildlife and ecological concerns were also raised and are likely to become more contentious as the process unfolds, with Durban's famous sandbanks again being the centre of attention as the port authority seeks to erode their size and position in the harbour.

In the late 1990s after a lengthy drawn-out EIA process surrounding proposals to build a new container terminal on the central sandbank, the whole process was eventually derailed as a result of the reaction of environmentalists.

The facilitator for last night's meeting emphasised that other public meetings will take place before the EIA process begins probably in June. In the meantime stakeholders have been asked to consider appointing representatives to sit on a stakeholder forum to help take the matter forward.



The **DISCOVERY** visited Horta at the Azores Islands
Photo : Miguel Noia ©



Jebel Ali Port declared 'Best Seaport-Middle East' for 13th consecutive year

Jebel Ali Port, DP World-UAE's flagship terminal, has been awarded the title of 'Best Seaport - Middle East' for the 13th consecutive year at the Asian Freight and Supply Chain Awards (AFSCA) 2007.

United Arab Emirates: 4 hours, 20 minutes ago

The premier port has already been ranked as the 8th top container port worldwide in terms of through-put.

The award, instituted 21 years ago by Cargonews Asia, a leading freight and logistics publication, is considered one of the most prestigious of its kind in the industry. Mohammed Al Muallem, Senior V.P. & M.D., DP World-UAE, said: "This award recognises our efforts to provide customers with the most efficient service today's cargo and logistics sector demands. We are honoured to retain the title of Best Seaport in the Middle East.

"We will continue to provide the same level of service which our customers have come to expect from a world class organisation such as DP World-UAE, especially in view of our new developments such as the Jebel Ali Terminal expansion which will be inaugurated in the third quarter of this year."

DP World-UAE won the 'Best Seaport - Middle East' award after a rigorous evaluation which included nominations from customers, a technical analysis conducted by Cargonews Asia, voting by customers, industry specialists and readers. The finalists and winners were decided by an independent auditor.

DP World-UAE excelled in all the challenging criteria put forth by Cargonews Asia. These included the provisions of suitable container shipping-related infrastructure, a cost competitive and container shipping-friendly environment as well as timely and adequate investment in new infrastructure to meet future demand.



The **RAINBOW WARRIOR** arrived in Malta to start a **TUNA CAMPAIGN** in the Mediterranean
Photo : Lawrence Dalli ©

NEW WORLD, CMA-CGN IN NEW SERVICE

THE New World Alliance (TNWA) and CMA-CGM are launching a new all-water service to expedite cargo moving from major Chinese export hubs to key destinations on the US East Coast, via the Panama Canal. The companies says the introduction of the new ESX service will enable TNWA and CMA-GGM to offer comprehensive port coverage and competitive transit times from Central and South China to Savannah and New York.

From 4 June the ESX will deploy vessels ranging from 3,500-3,800 TEU a weekly service operating on a 56-day rotation. The port rotation will be Ningbo, Shanghai, Chiwan, Hong Kong, Manzanillo, Panama, Savannah, Norfolk and Ningbo.

MOVEMENTS

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The **SUN PRINCESS** seen departing from Seattle
Photo : Bauke Lijklema ©



The **RT MAGIC** departed with the **SMITBARGE 2** from Flushing Sloehaven , the barge was loaded with the **Chevron A/12 jacket** with a weight of 1100 ton.
Photo : www.maritimephoto.com

OLDIE – FROM THE SHOEBOX CAP SAN DIEGO



The **CAP SAN DIEGO** sailing at the river Elbe – Photo : Piet Sinke ©

One of the last still existing bulk cargo ships. In spite of its age, the "**Cap San Diego**" is still fully functional and testimony of an almost lost era of seafaring. Its cargo bays now frequently showcase various exhibitions.

The **Cap San Diego** was launched on December 15th, 1961, at the shipyard of the "Deutsche Werft AG" in Hamburg. It was the last in a series of six brand-new bulk cargo ships, commissioned by the shipping company "**Reederei Hamburg-Süd**".

The ships of the "**Cap San**" class mark the beginning of an era of fast cargo vessels which were equipped with capacious cold storage rooms and facilities for 12 overseas passengers. With their sleek hulls and massive sterns, they resembled elegant yachts rather than freighters with a loading capacity of 10,300 tons.

On March 29th, 1962, the **Cap San Diego** sailed off to her maiden voyage. During the following 20 years, she completed more than 120 round trips between Hamburg and South America. In those days, every single week a Cap San ship was leaving from Hamburg, heading for the east coast of South America.

However, even on this route, the inexorable rise of the standardized shipping container left less and less room for conventional bulk freighters. The Hamburg-Süd shipping company also was using more and more container ships, so that in 1981, the **Cap San Diego** was sold to the Spanish shipping company "**Ybarra**".

She sailed for this company up to early 1986, when the ravages of time finally visibly caught up with the erstwhile "White Swan of the South Atlantic". She was now the last remaining vessel of the Cap San class. Once more, the ship was sold. Under the name of "**Sangria**", she left for her very last voyage, to be dismantled and end in a junk furnace.

Only at the very last moment, the fate of the ship was turned. The Senate of the Free and Hanseatic City of Hamburg bought the Cap San Diego, to preserve her as maritime monument. On October 31st, 1986, the **Cap San Diego** returned to her port of registry and was handed over to the "**Hamburger Admiralität**" foundation in 1987.

Completely overhauled and derusted, she now anchors at Hamburg's "Überseebrücke" quay and has become an integral part of Hamburg's cityscape. In spite of her age, the **Cap San Diego** is by no means a piece of dead metal. She is fully functional and able to be oceangoing at any time, testimony of an almost lost era of seafaring.

AIRCRAFT / AIRPORT NEWS

Sportvliegtuigje neergestort in de Waddenzee.

Zaterdag om 19.40 werd het Kustwachtcentrum Den Helder geïnformeerd door de Duitse Luchtverkeersleiding dat een Duits sportvliegtuigje, zonder zich gemeld te hebben, het Nederlands luchtruim in vloog. Er kon geen verbinding met het vliegtuig worden verkregen dat volgens het vluchtplan onderweg was naar Emden. Door de Koninklijke Luchtmacht werden twee F16 straaljagers ingezet om het toestel te onderscheppen. Ook zij kregen geen contact met de piloot.

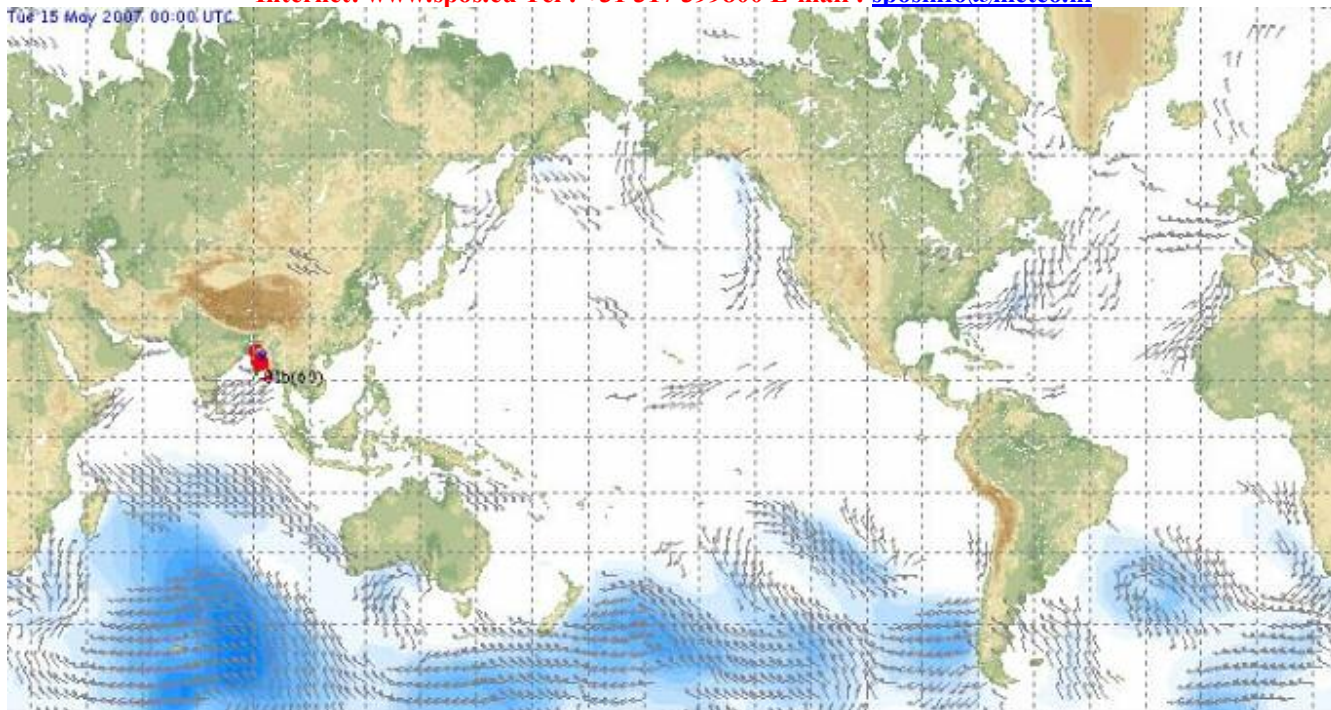
Inmiddels waren door het Kustwachtcentrum de reddingboten van de stations Harlingen, Terschelling en Vlieland van de Koninklijke Nederlandse Redding Maatschappij gealarmeerd, alsmede een helikopter van de Koninklijke Marine. Daarnaast werd ook door de Koninklijke Luchtmacht een reddingshelikopter ingezet. Het toestel verloor langzaam hoogte en is uiteindelijk rond 20.30 uur neer gestort in de Waddenzee nabij het 'Lange Zand', ca. 8 kilometer west van Harlingen. Er bleek één inzittende te zijn die door de reddingboot van Harlingen aan boord is genomen en naar het ziekenhuis is gebracht. Hij is vermoedelijk tijdens de vlucht onwel geworden.

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The steam powered **SCHAARHORN** seen in the port of Hamburg
Photo : Piet Sinke ©

BOEKBESPREKING

Door : Frank NEYTS

“Buizen, Bommen, Bonzen en Botters”

Bij Uitgeverij De Alk verscheen onlangs een interessant boek onder de titel “**Buizen, Bommen, Bonzen en Botters. Zeilschepen van de Lage Landen. De Visserij**”. Het werd geschreven en samengesteld door Hans Haalmeijer en Dik Vuik. Eerder verscheen van dezelfde auteurs “**Alken, Tjalken en Kraken**” over de binnenvaart.

In dit boek worden de zeilschepen beschreven, die vanaf de Oudheid tot in de eerste helft van de 20ste eeuw voor de visserij werden gebruikt. Het boek begint met een uitgebreid historisch overzicht. Naast de rivier- en zeevisserij wordt aandacht besteed aan de walvisvaart in de wateren rond Groenland. Bij hun onderzoek en voor het samenstellen van dit boek maakten de auteurs onder meer gebruik van de oudste verhandelingen over scheepsbouw in de Nederlanden. Zij hebben met hun werk een bijdrage geleverd aan de kennis van de maritieme geschiedenis en archeologie.

“**Buizen, Bommen, Bonzen en Botters**” (ISBN 978-90-6013-077-3) werd op handig formaat uitgegeven als softback en telt 184 pagina's. Het boek kost 17.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij de Uitgeverij De Alk, Postbus 9006, 1800 GA Alkmaar, Tel 072-511.39.65, Fax 072-512.99.89, Email: info@alk.nl. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

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