

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 145



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The **FAIRMOUNT EXPEDITION** was delivered June 8th, by the builders in Niigata (Japan).

Photo : Jan Dieleman ©

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EVENTS, INCIDENTS & OPERATIONS



The **STOLT BASUTO** seen in Rio Grande – Photo : Marcelo Vieira ©

Round-the-world record attempt ends in Málaga

Repairs to stricken powerboat were made at city's port but didn't hold

By Dave Jamieson

Last Wednesday, the city's port welcomed the Earthrace craft on a brief refuelling stop during its attempt to circumnavigate the globe in record time, but shortly after it left on the next leg of the trip, disaster struck.

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The **Earthrace** powerboat was designed to perform at high speed in the toughest ocean conditions and is capable of 'submarining' through large waves. She cruises at 45 knots on biodiesel fuel made from vegetable oils, and the world-record attempt, in addition to a sporting challenge, was a publicity drive aimed at "promoting fuels like biodiesel, and raising awareness about sustainable use of resources."

The futuristic craft left San Diego on April 7 in an attempt to knock 10 days off the record time for powerboating around the world, which was set at 75 days by the British boat **Cable and Wireless** in 1998. The brief stop in Málaga last week was one of several refuelling and re-crewing stops along the way. Earthrace's journey through the Mediterranean from Port Said, where it had completed a transit of the Suez Canal, was hindered by storms, reducing the boat's speed to 10 knots in seas of 15 feet. During this leg, the craft suffered structural damage and while in Málaga repairs were made to a two-metre-long crack in the bottom of the hull which was letting in water.

The vessel was only in the port of Málaga for four hours before setting off again for Tenerife, but shortly after leaving, the crew concluded that the repair would not hold and they returned to Málaga for more substantial repairs. Given the time needed for this, the **Earthrace** team concluded that they could no longer break the record, and the attempt was abandoned. Skipper Pat Bethune said that although disappointed, they might have another crack at the record, perhaps as early as next March.



The 1997 built 34372 DWT **FEDERAL MAAS** discharging rebar at the Port of Oshawa

Photo : Jim Gallacher ©

Salvage crews inspect grounded ship off Australia

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Officials fearing a fuel spill rushed to inspect a beached coal freighter for possible leaks Saturday as emergency crews began cleaning up after a wild storm lashed Australia's east coast, killing at least five people.



The Bureau of Meteorology warned of worse weather to come as winds were expected to crank up to gale force within hours, and five people were reported killed by the storm. "The winds have dropped a little bit in some areas now, but we are expecting another surge of winds up the coast this afternoon," forecaster Julie Evans said Saturday.

Photo : Ian Edwards ©

An aircraft flew over the stricken Panama-registered ship **Pasha Bulker** but found no signs of oil or fuel leaking from the 225-metre vessel, said New South Wales state

maritime chief Neil Patchett.

The massive coal ship was pushed onto a sand bank early Friday off the port city of Newcastle, 140 kilometres north of Sydney, amid 8-metre swells and winds up to 80 kilometres per hour. Rescue helicopters airlifted the 21 crew members of the 40,000-ton ship to safety. All are Filipinos.

The ship was not carrying any cargo and no one was injured in the incident, but officials said there was some risk of the vessel breaking apart and leaking hundreds of tons of fuel oil and diesel into the sea.

Photo : Ian Edwards ©

Patchett said "contingency arrangements" were in place for any leakage. Experts were assessing



whether the ship could be salvaged. Meanwhile, the **Sea Confidence**, a second bulk carrier that had been at risk of being pushed ashore in the storm, successfully headed out to sea after untangling its anchors.

Crews began cleaning up the damage after heavy rains brought flash floods, landslides and blackouts across eastern New South Wales state overnight, prompting thousands of distress calls to emergency services.

Police recovered the bodies of an elderly couple whose car was swept off a bridge in the Hunter Valley near the city of Newcastle.

The bodies of a man and two children also were discovered in an area where police were searching for a family of five who went missing when their car fell into a swollen creek after a section of highway collapsed. Authorities also were searching Saturday for a man who was last seen being swept into a storm drain in Newcastle.

Energy Australia, the state's main power supplier, said around 200,000 homes were without electricity between northern Sydney and Newcastle



Fred Olsen's "**BLACK PRINCE**" visited Brest with onboard 264 passengers, the **BLACK PRINCE** is conducting a 15 days cruise visiting the following ports : Greenock 4/06, Belfast, La Rochelle, Brest, Saint-Malo, Jersey, Les Silly, Greenock 18/06. - **Photo : Jacques Carney ©**

Lifeboat called to assist yacht off Kerry coast

The **Valentia Lifeboat** has been launched to assist a yacht which sustained storm damage on the Atlantic. The boat, which was on its way from the West Indies to the UK, is about 70 miles off the Co Kerry coast.

The two crew members sent distress signals from a hand-held radio, which were picked up by an Air Corps Maritime Patrol aircraft.

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11 sailors of sunken ship rescued; 10 still missing

Eleven of the 21 sailors of the ill-fated ship **Dubai Tranz** were rescued by a passing Hong Kong-based vessel off the coast of Fujairah on June 6, a day after the onslaught of cyclone Gonu.

Captain Musa Murad, director general of the Fujairah Port, confirmed that the survivors, comprising nine Indians, one Sudanese and one Eritrean, were part of the crew of **Dubai Tranz**, which sank off Ras Al Had along Oman's territorial

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waters. The other 10 crew members are still missing. The sailors were rescued by the Hong Kong oil tanker, **Shino**, following a distress call by **Dubai Tranz**. None of the rescued sailors were injured. It was also learned that the sunken Dubai-based vessel was operated by the Majid Abdullah Maritime Company.

Fujairah Police sources told Khaleej Times that during the investigation, it was discovered that the Indian sailors did not have any form of identification with them. It was not confirmed, however, if the sailors had lost their documents when their ship sank. The sailors are currently seeking temporary shelter inside the Shino, which is docked at the Fujairah Port, pending the availability of their official documents.

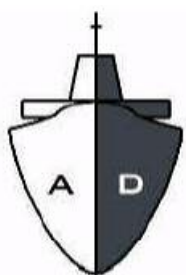
B.S. Mubarak, spokesperson of the Indian Consulate in Dubai, said they had already been contacted by the Fujairah Police in this connection. "We are on our way to Fujairah to directly coordinate with the local officials and determine the identity of the rescued sailors," he said.

Meanwhile, the Fujairah Port Authority announced that the Fujairah port had reopened all its floating docks yesterday and resumed its refuelling and ship-to-ship supply operations. Captain Murad assured that the port was functioning normally following its disrupted operations due to the super cyclone, which badly hit Oman and affected Fujairah from Tuesday to Thursday

NAVY NEWS

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The 1993 built Greek patrol combatant **P 57 PYRPOLITIS**
Photo : Arnold Tombroek ©

TECHNICAL DATA **PYRPOLITIS**

D: 555 tons (fl) **S:** 24.7 kts (at 450 tons; 23.8 kts sust.)

Dim: 56.50 (51.53 wl) × 10.00 (9.50 wl) × 2.50 max.

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A: 1 76-mm 62-cal. OTO Melara Compact DP; 1 40-mm 70-cal. Bofors AA; 2 single 20-mm 90-cal. Rheinmetall AA; portable mine rails (36 U.S. Mk 6, 16 U.S. Mk 55, or 18 German Mk 18 mines)

Electronics:

Radar: 1 Decca 1690 nav.; 1 Thales Triton air/surf.search; 1 Alenia RTN-10X f.c

M: 2 Wärtsilä-Nohab 16V25 diesels; 2 props; 10,000 bhp

Electric: 690 kVA tot. (3 × 230-kVA diesel sets)

Range: 900/23.8; 2,200/15 **Fuel:** 104 tons **Endurance:** 10 days

Crew: 36 tot. + 25 troops

CANALE EXERCISE UNDERWAY

CANALE 07, the Italian - Maltese air-naval exercise, will take place in the waters and in the airspace outside the bay of Augusta (Sicily) between the 1st and the 9th of June 2007. The exercise's aim is "to enhance co-operation, security and stability in the Mediterranean area".

This is the 14th annual edition of this exercise, which has this year been planned, organized and coordinated by the Italian Armed Forces, involving naval and air units from other Mediterranean countries. Significantly this year, nations from the "5 + 5 Initiative" are solely participating, with this being the first 10-nation practical activity aimed at enhancing dialogue between the Northern and Southern shores of the Mediterranean basin. With this stated as a hindsight perspective, this training exercise comes in line with larger, already existing, regional initiatives (Mediterranean Dialogue and EUROMED), making Exercise Canale 07 the first significant practical form of Confidence Building Measures, and a major step forward to the operational dimension of the "5 + 5 Initiative".

The exercise's stated aim is achieved through improving cooperation and the operational capabilities of the participating air and naval forces in peace-support operations, which include:

Maritime Search and Rescue (SAR) of persons and aircraft/boat/vessel in distress;
Checks and inspections of merchant ships, suspected of illegal activities (MLE- Maritime Law Enforcement Operations).

Training during the exercise is scheduled throughout to develop in different phases and evolutions, each with the aim of:

- training the units the correct use of standard distress alerts and maritime SAR procedures for missing persons and ships;
- training Explosive Ordnance Disposal (EOD) units in underwater EOD scenarios;
- improving Italo-Maltese cooperation and integration of military forces, as well with other participating nations' units, in check and inspection operations of merchant ships suspected of illegal activities;
- training units in the execution of onboard merchant ship checks and inspections, and counter-piracy activities;
- testing the interoperability of the different communications systems.

Participating forces will be deploying the following assets:

Italy:

Navy: Frigate Maestrale Class – ITS **ESPERO**, Offshore Patrol Vessel-OPV Comandanti Class – ITS **FOSCARI** with an helicopter onboard (AB212), Maritime Patrol Aircraft-MPA, Coastal Transport ITS **LIPARI** (as Target of Interest-TOI role), an Explosive Ordnance Devices-EOD team and a Boarding team ;

Air Force: two Search and Rescue-SAR helicopters (one HH-3F based in Trapani and one AB212 of the Italian Mission for Technical Military Assistance in Malta (MIATM);

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Coast Guard: one OPV Diciotti Class – ITS **PELUSO**, one Patrol Boat 200 Class and one MPA (Piaggio P166 DL3)
Carabinieri: one Patrol Boat CC819 - **MARONESE**.

Malta:

an OPV MOD Diciotti Class – **P61** and a Melita Class SAR launch;
a MPA - **BN2B Islander** and one SAR helicopter (ALII Alouette);
an EOD team and an Boarding team.

Algeria, France, Libya, Mauritania, Morocco, Portugal, Spain and Tunisia have accepted the invitation to participate with various naval units, patrol boats, aircraft and observers personnel.

On June 8th, the Exercise Canale Directing-Staff (DS) will host distinguished visitors from the Italian and Maltese governments onboard Italian Navy Ship "**ESPERO**". From there, they will be able to observe some maritime activities in order to verify the level of training and interoperability achieved by the participating forces.



The Belgian **A 963 STERN** was spotted at the river Tyne enroute Newcastle

Photo : Kevin Blair ©

Iran deplores Britain's launching of offensive submarine

Foreign Ministry Spokesman Mohammad-Ali Hosseini deplored Britain's launching of a new offensive submarine.

According to Foreign Ministry Media Department report, a copy of which was faxed to IRNA on Saturday evening, Hosseini, by deplored launching submarine "**Astute**", said, "This new generation of multi-billion pound nuclear submarine with its advanced and destructive missiles and spying equipment is a serious threat against international peace and security especially in the Middle East region."

"Launching such a submarine simultaneously with issuing final declaration of G8 summit in Germany and asking for suspension of uranium enrichment and ignoring legitimate rights of Iran in using nuclear energy shows a clear contradiction in the West's words and deeds, especially Britain's, which is pursuing the most destructive role in Iran's nuclear talks," the spokesman said. He said such a discriminatory and contradictory behaviour is unacceptable and rejected.

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The De Beers Namibia (NAMDEB) mining vessel **Ya Toivo** seen leaving the Sturrock dry dock in Cape Town and being shifted to Quay 501 where further work will be done on her.

Photo : Glenn Kasner ©

Cosco Shipyard Gets New Orders

Cosco has secured new shipbuilding contracts for its shipyard in Zhoushan, China, ChannelNewsAsia.com reported. One of the contracts is to build 12 new bulk carriers of 57,000 dead weight tons each.

A second contract is for four pure car and truck carriers that can carry 5,000 vehicles each. They were awarded by a sister company, Cosco International Ship Trading. The ships are to be delivered between December next year and October 2009.



The **STENA VISION** seen at Dubai Drydocks June 9th, in the background the tallest building in the world under construction the Burj Dubai already the second tallest building at this date.

Photo : Reinier Meuleman (c)

BLRT Group Expands by Purchasing Shipyard in Finland

The BLRT Group, one of the largest industrial enterprises in the Baltic states, concluded a contract of purchase for the Finnish ship repair company Turku Repair Yard Ltd., which owns the largest dry dock in the Baltic Sea region.

This factory, founded in Finland in 1989, has the facilities for repairing any vessel navigating the Baltic Sea. The dry dock is 265 metres long and 70 metres wide.

The group's existing ship repair subsidiaries in Tallinn and Klaipeda repair 165 and 130 vessels per year respectively. The Turku Repair Yard repairs approximately 80 - 100 ships annually and possesses a competitive edge: the high quality of its work coupled with short deadlines and the logistically suitable location.

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Svitzer's Damen-built tug **MELTON**, seen escorting Mediterranean Shipping Co's **MSC SHANGHAI** into Felixstowe.
Photo : David Hazell ©

Samskip Acquires Delphis Team Lines' Door-to-Door Business

The transport and logistics company Samskip has acquired the door-to-door business unit of Delphis Team Lines for an undisclosed sum. The acquisition will take effect on 1 July 2007.

The newly-acquired business is operating in more than 10 European markets, predominantly linking the North West Continent and the UK with Iberia, Scandinavia, the Baltic states and Russia.

The agreement includes transfer of staff and container equipment.

Samskip says that the acquisition will further strengthen its market leader position in European shortsea and multimodal container logistics and particularly its position in the Baltic states, Russian and Iberian markets. Samskip volumes to and from the Baltics and Russia will reach 100,000 TEU. Samskip currently operates 24 container ships of which 20 are dedicated to the needs of Samskip Multimodal Container Logistics. Six of these are examples of the latest generation 800TEU vessels adapted specifically for the carriage of 45ft palletwide containers on European shortsea routes.

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The **Wind Star** seen sailing from the bay of Naples, Italy.
Photo : Wind Star Crew ©

Shanghai Port's container traffic in May hits record

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Port says it may surpass S'pore to become world's busiest port in 2008

Shanghai Port, China's busiest container harbour, moved 21 per cent more boxes in May from a year earlier, as increasing trade in the world's fastest-growing major economy boosted demand for sea transportation.

Shanghai Port's container volume rose to a record 2.21 million 20-foot standard boxes last month, the local authority said in a statement on its website. Total cargo handled by the port increased 22 per cent to 31 million tonnes.

China's ports including Shanghai and Tianjin have gained from the nation's increasing shipments of toys and garments to the United States and Europe. The government plans to double the capacity of coastal ports by 2010 to keep pace with the rising cargo volume.

'Shanghai Port is likely to surpass Singapore to become the world's busiest container harbour next year,' said Wang Qingwei, board secretary of Shanghai International Port (Group) Co by phone yesterday.

The port operator plans to handle 25 million boxes this year, compared with 24.8 million boxes handled in Singapore in 2006, currently the world's busiest container port.

Hong Kong's container volume was 23.2 million boxes last year.

Shanghai overtook Hong Kong to become the world's second-busiest container port in the first quarter.

Shanghai's US\$16 billion Yangshan deep-water port will help expand the city's container handling capacity to 30 million boxes by 2010. The first phase of the port opened in December 2005.

Shares of Shanghai International Port, operator of the local port, rose 1.6 per cent to 8.89 yuan at 11.04am in Shanghai



The **FAIRPLAY 26** seen in Rostock – Photo : Rick van der Ent ©

Ferry passengers face egg barrage

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Cars from Jersey and Guernsey have been pelted with eggs in St Malo by French dockers protesting about ferry companies employing foreign workers. Passengers who arrived on the Friday morning **Condor 10** ferry, were driving out of the ferry terminal when they were attacked.

The unions are protesting against transport companies employing cheaper foreign labour.

HD Ferries has cancelled all services between Guernsey and Jersey on Friday.

All services to St Malo have also been cancelled until 1930 BST and it is rebooking passengers on the Condor services to St Malo. HD Ferries said the services had been cancelled due to technical problems.



Top view of csd **Ursa** preparing a sinker pipeline at Soyo LNG project Angola with alongside the Barge **Stemat 79** , **BKM 103** and **Ijsselstroom**.

Photo : Ursa – crew.

MOVEMENTS



The **MARUBA ORION** seen outward bound from Rotterdam

Photo : Frits Janse ©



The **YEOMAN BONTRUP** seen arriving in IJmuiden

Photo : Slotmaritimephoto ©

AIRCRAFT / AIRPORT NEWS

Laatste verkochte F-16's aangekomen in Chili

De laatste zes aan Chili verkochte F-16's zijn vrijdag in het land aangekomen. Op de staart van het laatste toestel dat landde stond de tekst 'mission accomplished', missie geslaagd. Dat meldt het ministerie van Defensie zaterdag. De jachtvliegtuigen vertrokken zondag vanaf luchtmachtbasis Twenthe naar het Zuid-Amerikaanse land.

Generaal-majoor Ed Evers van de luchtmacht en zijn Chileense collega, luitenant-generaal Julio Escobar Diaz, ondertekenden de overdrachtsdocumenten, waarmee aan de leveringsvoorwaarden is voldaan.

Technici van de luchtmacht blijven de komende maanden in Chili om de nieuwe eigenaren vertrouwd te maken met de toestellen. Net als in september, toen ook al zes F-16's en een tankvliegtuig naar Chili werden vervoerd, bestaan de hulptroepen uit een vlieger en elf technici. Ook in april vertrokken zes F-16's naar Chili. Nederland verkocht in totaal achttien F-16's aan het land.

De verkoop van de gevechtsvliegtuigen vloeit voort uit het voornemen om het aantal Nederlandse F-16's terug te brengen. Na het verongelukken van drie toestellen in 2006 komt het totale aantal F-16's waarover Defensie beschikt op 105. Een maand geleden kwam Defensie nog overeen om zes F-16's aan Jordanië te verkopen. Die worden in de eerste helft van 2008 overgedragen. In april vorig jaar werd al besloten tot de verkoop van twintig gevechtsvliegtuigen aan Jordanië.

Nieuwe veiligheidsmaatregelen voor Europeanen die naar VS reizen

Europeanen zonder een visum die naar de Verenigde Staten willen reizen, zullen daarvoor binnenkort een toelating moeten vragen 48 uur voor hun vertrek. Dat zegt de secretaris van de Amerikaanse veiligheidsdiensten Michael Chertoff in het Duitse magazine Der Spiegel dat maandag verschijnt.

"Wij willen de veiligheid verhogen met een elektronische toelating", legt de Amerikaanse verantwoordelijke uit. Reizigers uit 13 landen van de Europese Unie zonder visa moeten zich dus 48 uur voor hun vertrek registreren op een website en een vragenlijst invullen. Volgens Chertoff is die nieuwe maatregel nodig gezien het gevaar van de aanwezigheid van extremistische moslims in Europa. "Als wij de domeinen bekijken waar we kwetsbaar zijn, dan is de afwezigheid van visa voor Europeanen daar een van", aldus de Amerikaanse secretaris.

De Verenigde Staten onderhandelen momenteel over het akkoord dat in oktober vorig jaar gesloten werd met de Europese Unie over het uitwisselen van gegevens van luchtvaartpassagiers. De Amerikanen hebben al laten weten dat ze het akkoord, dat eind juli afloopt, willen verlengen. In Der Spiegel bevestigt Chertoff dat Washington geen toegevingen wil doen. "Uiteindelijk zullen de Europeanen moeten begrijpen dat wij nooit een andere regering zullen laten beslissen wie de Verenigde Staten binnenkomt", zegt hij.

Belgen die naar de VS reizen hebben -indien ze over een nieuw, machineleesbaar, paspoort beschikken en niet langer dan 90 dagen in het land verblijven- geen visum nodig.

MARINE WEATHER

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NO UPDATED WEATHER INFORMATION RECEIVED

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 99 mtr long **JAMES CLARK ROSS** seen moored in Portland after several months operating in the South Atlantic.
Photo : Jan de Bokx ©

RRS James Clark Ross was built by Swan Hunter Shipbuilders, Wallsend, Newcastle-Upon-Tyne, UK and launched by H.M. The Queen on the 1st December 1990. The vessel was named after **Admiral Sir James Clark Ross**, R.N. (1800-1862) who discovered the North Magnetic Pole in 1831. During 1840-43 he made three voyages to Antarctica in an attempt to reach the South Magnetic Pole, and to undertake a range of scientific studies of the region.

The vessel can be driven at a steady two knots through level sea ice one metre thick. To assist passage through heavy pack ice a compressed air system rolls the ship and prevents the ice from squeezing the hull. **RRS James Clark Ross** is equipped for geophysical studies, with a compressor bank to power a large seismic air gun array, a large aft" deck for deploying a wide range of equipment and a midships gantry. For biological studies, the vessel can deploy a wide range of sampling gear and benefits from modern underway instrumentation. The ship is designed with an extremely low noise signature to allow sensitive underwater acoustic equipment to operate effectively.

On Sunday afternoon, 10th June, the ship departed from Portland again for the short transit to Portsmouth, arriving today (Monday) morning, where she will be dry-docking this year. On completion of the dry-dock the ship will be heading for the Arctic and Baffin Bay.

BOEKBESPREKING

Afgelopen zaterdag werd in de Kuijperij in Maassluis het eerste exemplaar van het boek

SMIT VAART HET ZEEGAT UIT

Overhandigd door **Piet de Nijs**, voorzitter van de Stichting "Help de Hudson", aan **Gert Vliegenthart** van **Vlierodam**, het boek wat geschreven is door **Maarten Bezuijen**, bevat 43 bladzijden met vele foto's van het verleden tot nu van de zeeslepers welke hebben gevaren voor Smit.

11 oktober 2006, een dag om nooit te vergeten voor schrijver **Maarten Bezuijen**, die dag overleed zijn moeder, zij was de dochter van **Maarten Hoogendam** die gedurende de Tweede Wereld oorlog machinist was op de **Zwarte Zee**, en na de oorlog 3^e machinist werd op de **Thames** wat hij bleef tot zijn overlijden in 1962, Maarten zijn moeder groeide in Vlaardingen op bijna altijd zonder haar vader, want die zat op zee en maakte vaak lange reizen.



Dit was de aanleiding van Maarten om dit boekje te schrijven, ter nagedachtenis aan zijn grootvader, **MAARTEN HOOGENDAM** (1896-1962), in de tweede plaats werd op de bestuursvergadering van de stichting "**Help de Hudson**" waar Maarten ook deel van uit maakt, die avond besloten dat de **Hudson** niet zal worden uitgerust met een werkende hoofdmotor, in de derde plaats op dezelfde dag werd door Smit bekend gemaakt dat de nog in de vaart zijnde zeeslepers, waarvan Smit toen nog 50% eigenaar was, zullen worden overgedragen aan **Svitzer-Wijsmuller** wat ondertussen alweer vernoemd is in **Svitzer Ocean Towage** en hiermee viel ook de Hollandse naam **Wijsmuller** jammer genoeg weg van het toneel.

Dit alles waren aanleidingen genoeg voor Maarten tot het op papier zetten van gegevens over de sleepboten die onder de vlag van **Smit** hebben gevaren.

De sleepvaart is zeker een plaats waardig in de maritieme geschiedenis van ons land, volgens de schrijver in zijn toespraak, heden, anno 2007 wordt het steeds moeilijker om Nederlanders te vinden die met schepen de wereldzeeën nog te willen bevaren. Men vaart duidelijk een andere koers dan vroeger, en Maarten hoopt van harte dat de bergingsactiviteiten van Smit niet dezelfde kant opgaan als de zeesleepvaart, want ook de berging is blijft een oer oude Hollandse bedrijfstak waar we

zuinig mee om dienen te gaan, de schrijver hoopt dat dit boekje mag bijdragen tot de kennis van hoe groot de Hollandse zeesleepvaart wel is geweest en laten we waakzaam zijn dat we toch niet alles zomaar te grabbel gooien, d.w.z. via het spuigat in de oceaan ten onder gaat.

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Het boekje **"SMIT VAART HET ZEEGAT UIT"** met daarin vele foto's is te koop voor **9 Euro** aanboord van de **HUDSON** en in het **SLEEPVAART MUSEUM** in Maassluis.

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