

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 211



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

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**The SAGA VOYAGER seen moored in Cape Town  
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## EVENTS, INCIDENTS & OPERATIONS



Biglift's **TRANSPORTER** arrived at the Tyne bound for OTP Walker

Photo : Kevin Blair ©

## Durban harbour widening will stop port movements

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Durban's Point tug jetty next to the NSRI station is to be demolished as part of the port entrance widening project, according to Transnet National Ports Authority (TNPA). This latest move will involve slicing the jetty into approximately 30 pieces and towing each section to a pre-selected dumping ground out at sea.

No movements will be permitted in the entrance channel while the operation is under way, with each section expected to take about an hour to move.

TNPA assures the activity will take place with the least amount of disruption to shipping, with the first of the 30 pieces scheduled to be moved on September 20 at 11am.

The sections dumped at sea are intended to form small artificial reefs.



The sheerlegs **Uglen** in action with **Transocean Leader** at CCB Ågotnes  
Photo : John B. Kårtveit ©

## 7 detained Tunisian fishermen released in Italy

Seven Tunisian fishermen who arrested in Sicily for rescuing 44 illegal migrants lost in the Mediterranean Sea have been released, according to a communiqué from European MP H  l  ne Flautre.

"We are relieved to learn the release of seven Tunisian fishermen arrested for having saved 44 illegal migrants in the Mediterranean," said the communiqué issued to the media in Brussels.



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MP Flautre now demands a fair financial compensation for the Tunisian fishermen for the damage they suffered, and call on the European Union "to reaffirm the duty of sea rescue, the foundation of international maritime law".

About 100 European MPs signed an appeal last week seeking immediate release of the Tunisian fishermen who were accused of being smugglers of illegal migrants towards Italy.

Arrested for "complicity of illegal immigration and human trafficking", the Tunisian fishermen could have received 15 years of imprisonment if found guilty.

The European Agency for External Border Control (FRONTEX) resumed its surveillance operations in the Mediterranean Sea after an interruption of nearly two months.



The **WILSON LAHN** seen at the river Tees

Photo : Piet Sinke ©

## 29 irregular migrants saved by the AFM

A group of 29 irregular migrants, 24 men and five women, were saved from a sinking boat and brought to shore last night by members of the Armed Forces of Malta.

The afm said that while carrying out patrols in connection with the on-going Frontex Operation Nautilus-2 Phase 2, the AFM rescue vessel **P-52** was informed that a migrants' boat was in distress within its theatre of manoeuvre.

The Maritime Squadron Protector-class vessel was immediately dispatched to the area and found the boat taking in water, placing its occupants in peril. The migrants were taken on board the Maltese patrol boat, and were expected to be landed at Maritime Squadron's base in Haywharf, Floriana at around 2am last night.

The irregular migrants most probably hail from countries like Somalia, Ghana, and Liberia.



## Boot oceaanroeier Tuijn weer waterdicht

De boot van de recentelijk gestrande oceaanroeier **Ralph Tuijn** is weer waterdicht. Hij heeft alle gaten die waren ontstaan door de schipbreuk, gedicht met hulp van de bewoners van de Atafu-atol nabij Nieuw-Zeeland. Dat heeft de roeier zondag laten weten. De roeier gaat alles op alles zetten om zijn tocht van Peru naar Australië af te maken. Hij heeft nog 4000 kilometer voor de boeg. Tuijn denkt nog circa 2,5 maand onderweg te zijn.

Hij wacht nu op een lading nieuw materiaal uit Nederland. Naar verwachting komt dat dinsdag aan. Daarna moet er nog vier dagen aan de boot gesleuteld worden. Op 22 september hoopt Tuijn het ruime sop weer te kiezen.



Het vertrek uit Callao (Peru) – Foto : Piet Sinke ©

Tuijn werd eind augustus door de stroming naar het atol gedreven. Daar kwam hij in de branding terecht, waarna hij aanspoelde. Tuijn liep bij de schipbreuk een gekneusde heup en schouder op. Het eiland leek even onbewoond, maar gelukkig waren er toch mensen om Tuijn te helpen. Na een besluit van de eilandraad hebben de bewoners alles uit de kast gehaald om de oceaanroeier weer op weg te helpen. Het eiland ligt zeer afgelegen en de bewoners delen alles met elkaar. Vissers delen hun vangst en iedereen werkt af en toe als vuilnismen. „En als er een oceaanroeier aankomt, dan betekent dat ik overal kinderen op straat zie lopen die energiepoeier uit zakjes eten. Ze dragen mijn roeihandschoentjes, hebben opeens allemaal een aansteker en gooien over met mijn afwasborstels”, aldus Tuijn.

## Arctic sea ice at lowest levels, opens up shipping route

The Arctic's Northwest Passage has opened up fully because of melting sea ice, clearing a long-sought but historically impassable route between Europe and Asia, the European Space Agency said. Sea ice has shrunk in the Arctic to its lowest level since satellite measurements began 30 years ago, ESA said, showing images of the now "fully navigable" route between the Atlantic and the Pacific. A shipping route through the Northwest Passage in the Canadian Arctic has been touted as a possible cheaper option to the Panama Canal for many shippers.

We have seen the ice-covered area drop to just around 3 million square kilometres," said Leif Toudal Pedersen of the Danish National Space Centre, describing the drop in the Arctic sea ice as "extreme." The figure was about 1 million sq km less than previous lows in 2005 and 2006, Mr. Pedersen added. The Northeast Passage through the Russian Arctic remained partially blocked, but in the light of the latest developments it may well open sooner than expected, Mr. Pedersen said. Polar regions are very sensitive to climate change, ESA said, noting that some scientists have predicted the Arctic would be ice free as early as 2040.

Almost all experts say global warming, stoked by human use of fossil fuels, is happening about twice as fast in the Arctic as elsewhere on the planet. Once exposed, dark ground or sea soaks up far more heat than ice and snow.

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September and March generally mark the annual minimum and maximum extent respectively of Arctic sea ice. The ESA announcement on its Web site came amid a scramble for sovereignty rights in the Arctic. Russia, which recently planted its national flag on the seabed beneath the ice of the North Pole, has been staking its claim to a large chunk of the resource-rich Arctic region. Countries such as Russia are hoping for new shipping routes or to find oil and gas. Canada has also been pressing its Arctic sovereignty claim and has announced plans for a deep-water port at Nanisivik near the eastern entrance of the Northwest Passage, which will allow it to refuel its military patrol ships.



The suction trailer hopper dredger **Baltic Sea** is already 43 years old, but still going strong. Above seen in St Petersburg where she is working on a new entrance canal. Build in 1964 at the Ateliers et Chantiers de Nantes Yard under the name of **Baltiyskoye More** with a hopper capacity of 3500 m<sup>3</sup>, she was seen on several dredging jobs world wide.

Photo : Maarten Mostert o/b Barent Zanen ©

## Collision captain 'disappears'

The captain of a Turkish ship which was involved in a fatal collision with a French fishing vessel last month has apparently disappeared from the radar of French authorities.

The whereabouts of the Azerbaijan national and two other crew members of the 1,384-gt general cargo vessel **Ocean Jasper** (built 1978) is currently unknown, Australia's ABC reported on Monday.

The Kiribati-flagged vessel is believed to have collided with a fishing vessel off the coast of Brest in the middle of last month with the French captain left dead and the six other crew members of the fishing vessel rescued.

Various media reports allege that the Turkish ship, managed by Onurhan Denizcilik of Istanbul, fled the scene of the collision and made its way out into international waters. However, French authorities are believed to have pursued it and persuaded the captain to return escorted to the port of Brest.

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## Two vessels collide in China's Bohai Sea

A Panama-registered cargo vessel "**Chang Tong**" collided into a Germany-registered container vessel "**Hanjin Gothenburg**" in China's Bohai Sea on Saturday with no casualties reported so far, the China Marine Rescue Center said on Sunday.

The accident happened at about 7:40 pm on Saturday at 41 sea miles north of Chinese city Yantai of Shandong Province, when the bow of the 274-meter-long German vessel cut into the fourth cabin of the larboard of the 182-meter-long "**Chang Tong**", and water ran into several cabins of the Panama vessel.

The two vessels were kept in such conditions with one inserted into the other to reduce water flowing into the cabins, and all the crew members on board, 26 on "**Chang Tong**" and 22 on "**Hanjin Gothenburg**" were safe, said an official named Zhai Jiugang with the Center.

The first rescue vessel arrived at the scene about three hours later, and two vessels are currently at the site for the rescue operation.

A rescue helicopter was patrolling the scene to monitor water pollution nearby. The rescue center said it planned to move the two vessels to shallow waters before separating them from each other.

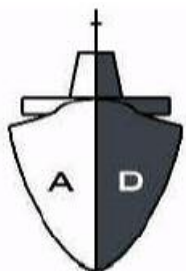
Two specialized salvage vessels are expected to arrive at the scene at midnight Sunday to move the two vessels.

The rescue center has repeatedly warned vessels nearby to stay clear of the accident area. Chinese officials in charge of maritime official have arrived at the scene to investigate the cause of the accident.

### NAVY NEWS

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Outbound on the Clyde to take part in the Nato naval exercise "**Neptune Warrior**" was the **FFG 55 USS ELROD**  
Photo : Tommy Bryceland. SCOTLAND ©



**USS Nimitz (CVN 68), USS Kitty Hawk (CV 63) and USS John C. Stennis (CVN 74)** Carrier Strike Groups transit in formation during a joint photo exercise (PHOTOEX) during exercise **Valiant Shield 2007**. The aerial formation consists of aircraft from the carrier strike groups as well as Air Force aircraft. The strike groups are participating in **Valiant Shield 2007**, the largest joint exercise in the Pacific this year. Held in the Guam operating area, the exercise includes 30 ships, more than 280 aircraft and more than 20,000 service members from the Navy, Air Force, Marine Corps, and Coast Guard

Photo : US Navy ©

## HMAS Adelaide to visit Chennai soon

In a continuation of the growing “confluence of interests” between India and Australia, especially in the Indian Ocean Region, **HMAS Adelaide** — the Royal Australian Navy’s long-range guided missile frigate — will be making a four-day visit to Chennai. The 138.1-metre-long **HMAS Adelaide** is slated to dock at the Chennai port between September 19 and 23, on its second goodwill visit to the city. The frigate had visited Chennai in June 2003. More recently, it took part in the four-nation ‘Malabar’ naval exercises held in the Bay of Bengal, east of Visakhapatnam and west of the Andaman and Nicobar Islands between September 4 and 9.

As per protocol during international goodwill visits, the Australian frigate’s captain would call on the Commanding Officer of Indian Naval Ship **Adyar**, Commodore P.E. Vanhaltern, during the visit. For the ship’s sailors and officers — the ship has a company of around 210 — the visit will also afford an opportunity for rest and recreation.

The frigate will also take on supplies including fuel, water and rations from Chennai. Sources told The Hindu that the frigate’s visit would afford the Navy an opportunity to conduct ‘Pas-ex’ (passage exercises) — the basic level exercises — with the Australian ship, “especially in areas of training.” Named after the South Australian city, the November 1980 commissioned **HMAS Adelaide** is equipped to take on roles such as area air defence, anti-submarine warfare, surveillance, reconnaissance, and interdiction. The gas turbine powered ship which is equipped to carry two S-70B-2 Seahawk helicopters, can simultaneously counter threats from the air, surface and sub-surface.

For the Navy, the arrival of **HMAS Adelaide** is another occasion to constructively engage with counterparts from friendly countries. The year 2007 has seen some of the most hectic interactions: exercises have been held with navies from Singapore, Japan, the United States and Australia. **HMAS Adelaide’s** visit is also being seen as another step in the heightening of strategic ties between India and Australia. Last month, the Australian Chief of Navy Vice-Admiral Russell Edward Shalders, paid a five-day visit to India. He visited the Eastern Naval Command and the Western Naval Command.





The **P 671 GLAIVE** seen departing from Amsterdam  
Photo : Cor van Niekerken ©

## Latest US Army Vessel Honors Black American Hero



The USAV (U.S. Army Vessel) **Maj. Gen. Robert Smalls** was commissioned September 16<sup>th</sup> at a ceremony in Baltimore, Md. The first Army vessel to be named after an African American, the ship is operated by the Army Reserve's 203rd Transportation Detachment, and is intended to transport vehicles, equipment and personnel over long distances.

The logistics support vessel **Major General Robert Smalls (LSV-8)** - the first Army vessel named for an African American - was inducted into the Army's watercraft fleet yesterday during a commissioning

ceremony at Baltimore's historic Inner Harbor. The 314-foot long, 5,412-ton vessel officially joined the Army Reserve's 203rd Transportation Detachment as more than 300 guests looked on. Smalls is the second of two improved LSVs based on the six earlier **Gen. Frank S. Besson-class** vessels. Her sistership, **Staff Sgt. Robert T. Kuroda, LSV-7**, joined the Reserve's Honolulu-based 548th Trans. Det. in October 2006.

Among the dignitaries attending yesterday's commissioning were Lt. Gen. Jack C. Stultz, chief of the Army Reserve; Maj. Gen. William Monk III, commander of the Reserve's 99th Regional Readiness Sustainment Command; Brig. Gen. James E. Chambers, the Army's chief of transportation; Rep. Elijah E. Cummings, who represents Maryland's 7th Congressional District; and Rep. James E. Clyburn of South Carolina's 6th Congressional District.

Built by VT Halter Marine in Moss Point, Miss., and christened in April 2004, LSV-8 is named in honor of Robert Smalls. As a 23-year-old slave during the Civil War he commandeered a Confederate transport steamer loaded with armaments and used the vessel to spirit his wife, children and 12 other slaves to freedom. Hailed as a hero by Union leaders, Robert Smalls went on to become the first African-American to captain a vessel in U.S. service and later

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served as a major general in the South Carolina militia, a state legislator, a five-term member of the U.S. Congress and U.S. Collector of Customs in Beaufort, S.C.

That LSV-8 bears Maj. Gen. Smalls' name is due largely to the efforts of Kitt Haley Alexander, a writer and artist who spearheaded a seven-year effort to have an American military vessel named after the Civil War hero. "I knew that this man deserved more recognition from this nation," she said, "and I first approached the Navy about naming a ship after him. After that didn't work out I ended up sitting near the Army's chief of military history at a social function and, after speaking with him later, he said that Robert Smalls' service in the militia might allow the Army to name a vessel after him." After a lengthy verification process, the Civil War hero was ultimately selected to give his name to the vessel.

Maj. Gen. Robert Smalls and the other seven LSVs currently in Army service are designed to provide worldwide transport of general and vehicular cargo. Fitted with huge bow and stern loading ramps, the ships each boast a 10,500-square-foot central cargo deck large enough to hold up to 24 M-1 Abrams main battle tanks.

The **Kuroda** and **Smalls** - launched in 2003 and 2004, respectively - are updated variants of the six earlier Besson-class LSVs and incorporate improved bow ramps, upgraded communication and navigation systems, and a host of other refinements. The vessels in the Army's watercraft fleet range in size from small workboats to the LSVs, according to U.S. Army Transportation Corps officials. Army vessels have participated in each of the nation's conflicts since the Revolutionary War, and currently play a vital role in supporting operations in Iraq and Afghanistan, as well as participating in humanitarian-relief efforts in the Pacific and Caribbean.

"This is a tremendously capable vessel, and we're very fortunate to have such an asset in the Army and the Army Reserve," said Chief Warrant Officer 4 Steven C. Brown, commander of the 203rd Trans. Det. and LSV-8's vessel master. "We've trained very hard to bring this ship into the Army's fleet, and this commissioning ceremony is a way of saying that **Maj. Gen. Robert Smalls** and her crew are ready to undertake their wartime missions."

"This is a great day, and one I will never forget," said Freddy Meyer, great great grandson of Maj. Gen. Smalls and one of many of the former slave's descendents on hand for the ceremony. "Maj. Gen. Smalls was a renaissance man - an educator, a politician, a Soldier, a businessman and a family man, and the Army could not have picked a better person to name this ship after." Mr. Meyer and several other Smalls family members were aboard the vessel when she first arrived in Maryland, and had the opportunity to get to know many of the crewmembers. "I know that these Soldiers will be an excellent crew for this great vessel," he said. "They're smart and professional, and they're very mindful of the kind of man Robert Smalls was, and what he stood for. This ship could not be in better hands."

## SHIPYARD NEWS

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## New Chinese shipyard launches its second vessel

Titan Quanzhou Shipyard Co., Ltd. a growing ship repair, shipbuilding and offshore engineering facility in China's Fujian province, today announced the launch of its second vessel, **TITAN SPIRIT**.

The launch of this 6,500 ton double-hulled bunker tanker closely follows the launch of Titan Quanzhou Shipyard's maiden vessel, **TITAN HONOUR** in August this year and underlines the strong momentum in the business.

It is the second of the 22 vessels already currently on order at the shipyard, which represents a total order book of US\$210 million. The remaining vessels will be delivered during the course of 2008 and 2009.

Titan Quanzhou Shipyard was designed by the China State Shipbuilding Corporation in conjunction with industry experts from Japan, Singapore and China. The state-of-the-art facility combines shipbuilding, ship repair and offshore engineering in an efficient and seamless manufacturing system. It has attracted senior management and engineering talent from major shipyards in Singapore and Dalian, and the former president of Sembawang Engineering and Construction Group is senior consultant to the shipyard.

Titan Quanzhou Shipyard is thus able to draw on the expertise of Singapore, one of the world's main ship repair centres and a global leader in the construction of specialized vessels, as well as of Dalian, the largest comprehensive shipbuilding base in China. This combination of modern design and highly experienced management, say Titan, has enabled the shipyard to be built on schedule and according to budget.

When fully operational by the end of 2009, the shipyard will have a shipbuilding capacity of 26 specialized vessels a year. The ship repair unit will have a capacity of 250 vessels a year and be able to handle VLCCs and the largest 397 meter container ships.

Earlier this month, integrated oil logistics provider, Titan Petrochemicals Group Limited (Titan) announced it had agreed, subject to the fulfillment of certain conditions, to acquire 100% of Titan Quanzhou Shipyard for a total consideration of US\$170 million in cash and shares, with an earn-out mechanism to reduce investment risk. Titan said its investment will benefit from a favourable market environment, and contribute a stable and growing cash flow, helping transform Titan's earnings base to a well-balanced and diversified portfolio.

## Finland to do Business with Vietnam's Shipbuilding Industry

A joint venture company between the Viet Nam Shipbuilding Industry Group (Vinashin) and Finland's Macgregor group has been licensed to begin operating in the Vihashin-Shinec industrial zone in the northern port city of Hai Phong. The joint venture has a chartered capital of 86.6 billion VND (5.4 million USD) with 44.2 billion or 51 percent being held by Vinashin and the remaining 42.4 billion VND or 49 percent with Macgregor. It will produce metal components and handling equipment.

The Macgregor-Vinashin maritime equipment Co. Ltd. plans to invest 16.3 million USD to build a factory to provide cranes and other equipment for shipyards at home and abroad. The factory with an annual capacity of 30,000 tonnes of product will be the largest of its kind in Southeast Asia after it is completed.

According to Vinashin, the company hopes to raise the rate of locally-made components to 60-70 percent by 2010.



## VT Shipbuilding unveils new FSC design

VT Shipbuilding, part of VT Group, has launched a new range of designs tailored to the U.K. Royal Navy's Future Surface Combatant (FSC) requirement for flexible ships.

The FSC program will ultimately comprise a series of variants to replace the RN's Type 22 and Type 23 frigates as well as the existing MCM vessels and survey ships.



The first of these variants, a 100 m vessel, is seen as an ideal solution to the FSC program C3 element that identifies the need for an eight-ship class of general purpose vessels for worldwide deployment to fulfil tasks including minehunting, survey work and patrol duties

VT has utilized the hull of the Ocean Patrol Vessel (OPV) it is building for the Royal Navy of Oman to develop the FSC solution, although the ship

has a larger equipment fit that increases displacement to just over 3,000 tonnes.

One of the most innovative features of the offering is that VT is using the unique financing and support model successfully employed for the RN's River Class Offshore Patrol Vessels. VT would own the FSC vessels and charter them to the U.K. Ministry of Defence.

VT Export Sales Director Sym Taylor explained: "In this case, it makes more economic sense for the customer to contract for the lease of these ships over ten years, as opposed to five years for the Rivers. However, the principle would remain the same with the customer saving capital expenditure by paying for use on the basis of VT guaranteeing and delivering the required capability.

"The River Class program has broken down the barrier surrounding ship PFIs and the MoD realises that this concept works. We believe that it is now the way ahead in times of constraints on budgets and could even be applied to ships close to front-line operations."

VT is unveiling its new C3 design at the DSEi exhibition and is proposing to introduce the first of the new Class into service as early as 2012. Further savings would be made by using existing equipment technology and introducing commonality across the whole of the FSC class in elements such as engines, other key machinery and command systems. This would also enable maximum efficiencies to be derived from training and maintenance.

Further developments in equipment technology would be incorporated as subsequent batches of FSC ships are built. VT's C3 design would have speeds in the region of 25 knots and would be diesel-powered, with accommodations for up to 76. The ships would be built in steel but with provision for FRP composite in areas such as the masts.

The ships would essentially be compartmentalized by having the assets of a patrol vessel forward, while aft the ship would be equipped for its MCM and/or survey role.

In its patrol role, armament would include guns of 76 mm or 30 mm caliber and provision for surface-to-air missiles if required. MCM resources would provide a task force with front-line minehunting capability rather than having to wait for slower dedicated minehunting assets to arrive as present.

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The FSC design would include the option for a flight deck to accommodate a helicopter up to Merlin size and a weather protected working deck which would accommodate four 11 m rigid inflatables or unmanned surface vessels. These could be deployed either by ship's crane or via a stern ramp that would include an integral launch and recovery system. Space is also available for two 20 ft ISO containers to carry additional MCM or survey assets. Additional assets may be transported on the flight deck and deployed by the ship's crane at the expense of the capacity to simultaneously carry out helicopter operations.

"The key to this design is flexibility and affordability, while ensuring that the ship has sufficient capability to carry out the wide range of tasks required," added Sym Taylor.

## ROUTE, PORTS & SERVICES

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Inbound for Greenock Ocean Terminal Sunday with a cargo of Canada's finest timber products was the **STAR DERBY**.

**Photo : Tommy Bryceland - SCOTLAND ©**

## Fairmount secures Deep Driller 5 tow

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Cairn Energy has contracted **Fairmount Expedition** for the tow of the jack-up rig **Deep Driller 5** from Singapore to Bangladesh. **Fairmount Expedition** is expected to return to Singapore just before end of September for the towage of the upgraded **SSDR Sedco 702** to West Africa.



## 15e Internationale Lekko-dag

**29 September 2007 - Westkant, Terneuzen**

De vereniging van belangstellenden voor de sleepvaart, **Lekko**, organiseert zaterdag 29 september voor de 15e keer de internationale Lekko-dag in Terneuzen.

Paviljoen "**Westkant**" is deze dag van 11:00 uur tot 16:00 uur het toneel van onder meer de **Zeeuwse Scheepsmodelbouw vereniging "Zuid-Zuidwest"**, **Scheepsmodelbouw vereniging "Vlissingen"**, de **World Ship Society** en **Tugspotters.com**.

LEKKO is met haar maritieme shop aanwezig, waarin clubbladen, boeken en foto's verkrijgbaar zijn. Er is een Maritieme ruilbeurs, een presentatie van statische scheepsmodellen, video / computer presentaties en rond 13:00 uur vlootshow\* met sleepboten van URS en Multraship

\* = onder voorbehoud

## China's fleet becomes world's fourth largest

Capacity of mainland China's commercial vessel fleet has surpassed 60-million deadweight tones, and became the fourth largest in the world, Hu Hanxiang, director of Cross-Straits Shipping Exchange Association told news agency, Xinhau.

The mainland now has 13 ports whose throughput is over 100-million tons, the Shipping Gazette added, and a shipbuilding capacity of 14.52-million deadweight tonnes - third largest in the world and accounting for 19% of the global shipbuilding market.

## Thumbs up for Buquebus deal

Spanish official have issued a final approval for the purchase of Buquebus by rival ferry operator Balearia, news agency EFE reports.

The decision by Spain's Council of Ministers follows an Aug. 31 ruling by the country's Competition Defence Tribunal recommending approval of the linkup between the two Spanish companies. Both operate between Spain and the Moroccan coast, including Spain's North African enclaves.

The deal between the ferry operators was resisted by Acciona Trasmediterranea, the third player on the route between Algeciras, Spain, and Ceuta in North Africa. The company complained that the deal would lead to just two operators on the route. A two-month investigation by competition regulators followed.



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The tribunal found that although the deal leaves just two companies on the route, it will not reduce competition, and it will not prevent other companies from entering the market, according to its report.

But the approval by Spanish officials comes with conditions. Chief among them, the deal cannot include a 5-year agreement for current Buquebus owner Los Cipreses not to compete with Balearia in Spain and Morocco.



The Car carrier **PEARL RAY** seen passing the Caland bridge in Rotterdam-Europoort  
Photo : Pieter van der Hoeven ©

## MOVEMENTS

ETA of SVITZERS OCEAN TOWAGE **ROTTERDAM** in Port of Barry  
(near Cardiff): 24-09-2007 1900 LT



The Rail/Passenger Ferry **Arahura** seen arriving in Wellington, New Zealand at the end of her three hour crossing from Picton at the top of New Zealand's South Island  
Photo : Alan Calvert ©



The **QUEEN ELIZABETH 2** arrived at the river Tyne  
Photo : Dave Wilkinson ©

## AIRCRAFT / AIRPORT NEWS

# Ruim helft Nederlanders tegen invoering van ticketbelasting

Ruim de helft (51 procent) van de Nederlandse bevolking is tegen invoering van een belasting op vliegtickets. Ongeveer een derde (34 procent) ziet een heffing wel zitten. Dat blijkt uit een onderzoek onder 750 Nederlanders door Synovate/interview NSS, in samenwerking met het Platform Nederlandse Luchtvaart (PNL). Wanneer de ticketheffing wordt ingevoerd, dan overweegt 45 procent van de reizigers uit te wijken naar luchthavens over de grens. Voor 78 procent van de reizigers is de invoering van de heffing geen reden om minder te gaan vliegen, aldus het onderzoek. De resultaten daarvan werden maandagmiddag (17 september) gepubliceerd. Het Platform Nederlandse Luchtvaart zegt verheugd te zijn dat veel Nederlanders tegen de voorgenen maatregel zijn. De organisatie pleit voor opname van luchtvaart in het Europees emissiehandelssysteem.

De definitieve plannen voor de in te voeren ticketbelasting zijn maandag uitgelekt. De luchtvaartsector is fel tegen de heffing. Eerder onderzoek wees uit dat invoering van een ticketheffing de Nederlandse economie jaarlijks één miljard euro schade oplevert. Het kabinet wil met de invoering van de tax jaarlijks 350 miljoen euro binnenhalen.

## Minister: vliegramp in Phuket eist 89 levens

Het definitieve dodental van de vliegramp in het Thaise Phuket is vastgesteld op 89. Dat zei plaatsvervangend minister van Transport Sansern Wongcha-um maandag (17 september). Het gaat om 34 inwoners van Thailand en 55 buitenlanders, voornamelijk vakantiegangers uit Europa. In totaal overleefden 41 mensen het ongeluk van zondag.

Volgens ziekenhuizen zijn vijf gewonden er ernstig aan toe. Onder de 41 gewonden zijn twee Nederlanders, aldus het Nederlandse ministerie van Buitenlandse Zaken in Den Haag.

One-Two-Go heeft inmiddels ook de passagierslijst vrijgegeven. Ook is er een overzicht van de passagiers die in het ziekenhuis zijn opgenomen.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 211

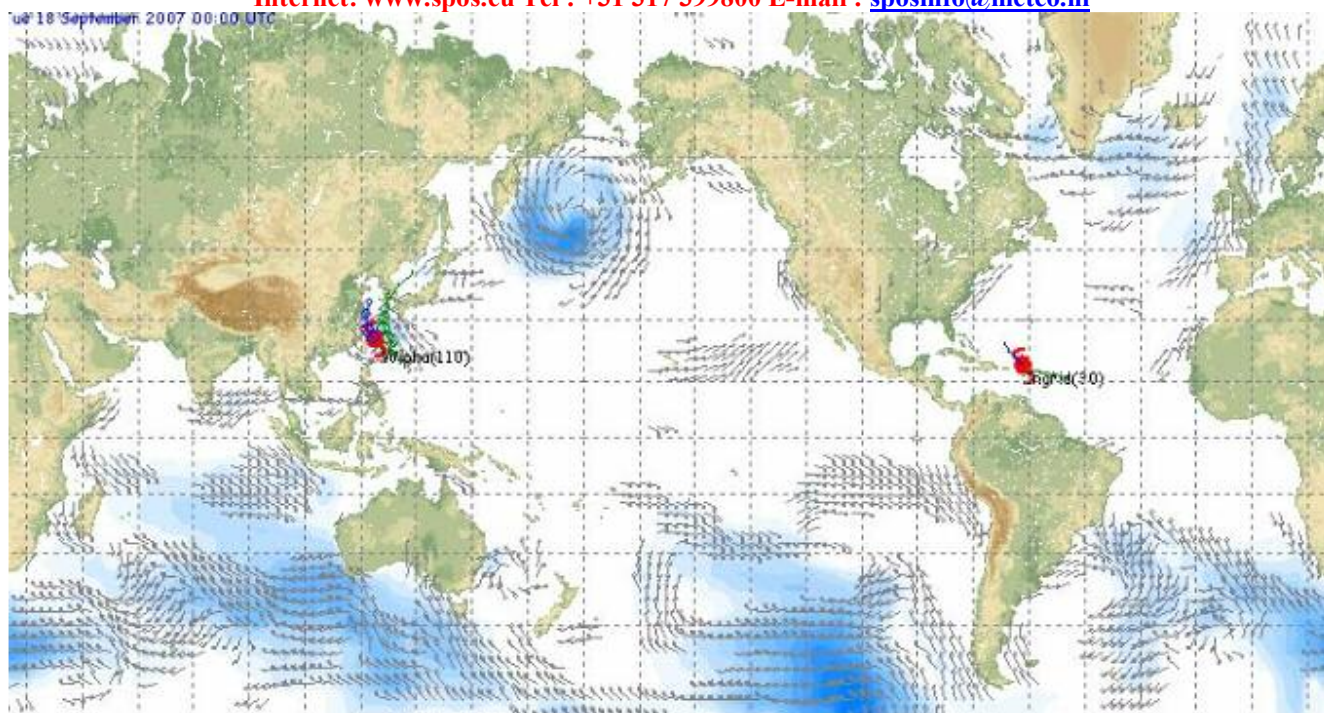
De MD-82 van lagekostenmaatschappij **One-Two-Go Airlines** crashte zondag in slechte weersomstandigheden tijdens de landing na een vlucht vanuit Bangkok.

### 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 ....

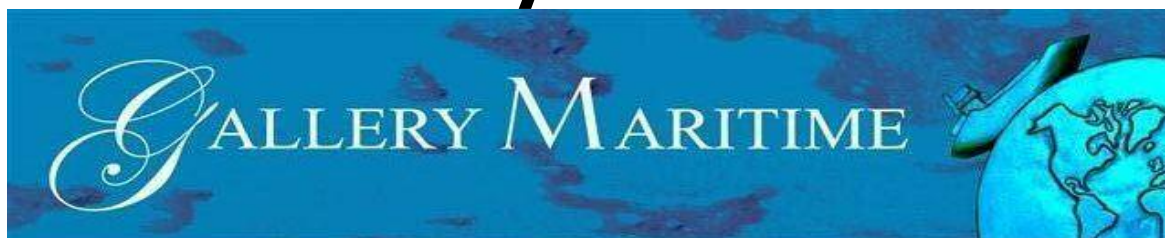




The tug **DHB DOUGHTY** seen in the port of Dover

Photo : Adri van de Wege ©

## Gallery Maritime



Maasdijk 9,  
4941 GB Raamsdonksveer  
brengt in september/oktober

**—WATERCOLORS—**



## LEENDERT VAN DER POOL

Nog maar 15 jaar oud en zo van de schoolbanken vertrekt, de Zeeuw, **Leendert van der Pool** in de zestiger jaren naar zee. Gedurende vijftien jaar vaart hij bij de koopvaardij op coasters en vrachtschepen. De zee kent voor hem dan ook geen geheimen. Tijdens de vele wachttijden op zee leert hij tekenen en schilderen in pastel resp. met olieverf. Rond 1975 maakt Leendert de definitieve overstap. Hij vestigt zich als kunstenaar in het unieke Middelburgse monument, de Koepoort. In zijn eerste werken is de invloed van zijn jaren op zee af te lezen. Leendert's sublieme potlood- en conté tekeningen slaan helaas niet aan en hij verlaat Middelburg. Hij vertrekt naar de VS waar hij in korte tijd grote bekendheid geniet als kunstenaar. Er wordt hem een leraarspost Kalligrafie aangeboden door de University of Art, Long Island New York. En, hij opent zijn atelier in New York waarna hij veel bijval krijgt voor zijn maritieme werk in gouache en olieverf.

Ook Frankrijk ontdekt **Leendert van der Pool**. In zijn Parijse atelier brengt hij in gouache het authentieke straatbeeld van Parijs tot leven. Met enige regelmaat exposeert hij die verbeelding voor het verwende Franse publiek dat hem daarvoor op handen draagt.

Sinds de eeuwwisseling werkt en exposeert **Leendert van der Pool** zes maanden per jaar in de VS en zes maanden in Parijs. Daarnaast verzorgt hij tekenlessen in Europa en Japan. In zijn atelier aan de Koepoort in Middelburg bereidde hij de expositie **WATERCOLORS** voor.

Informatie over exposities in **GalleryMaritime**, het centrum voor hedendaagse maritieme kunst, vindt u op [www.gallerymaritime.nl](http://www.gallerymaritime.nl) waar > 40 kunstwerken te kijk staan op de pagina Collectie.

**Openingstijden: donderdag t/m zondag van 12.00-18.00 uur en op afspraak Tel.06 22591452.**  
**De expositie WATERCOLORS is t/m 26 oktober**

## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 211**

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