

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146



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The new British Submarine **ASTUTE** seen rolled out from the building location at BAE Systems Marine Barrow shipyard, the new submarine will be launched into the water this week.

Photo : Dave Wilkinson ©

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EVENTS, INCIDENTS & OPERATIONS



The tug **IRIANA** seen arriving in Willemstad (Curacao).

Photo : Kees Bustraan ©

Sunken ferry to be left untouched in ocean

B.C. Ferries says no attempt will be made to raise the sunken **Queen of the North** or remove what little oil is left in its fuel tanks. That's because the ship suffered so much damage when it rammed an island and sank off the north B.C. coast last year.

B.C. Ferries spokesman Mark Stefanson says the company has been told by the Canadian Coast Guard and two international salvage companies that attempting to recover the oil or the ship may cause worse environmental damage

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146

than simply leaving the ferry where it is. An analysis conducted for the coast guard indicated several of the ship's 10 fuel tanks probably ruptured when it struck Gil Island in March of 2006.

B.C. Ferries says monitoring of the wreckage site, which began two days after the sinking, has shown nothing more than background contamination for the last year.

Ninety-nine people were rescued from the sinking ship, but two passengers failed to escape and were killed.



The new **BRUISER** for Clyde Marine LTD seen during bollard pull tests in Rotterdam – Europoort

Photo : Frits Janse ©

Melbourne draught check for tankers

PORT Phillip sea pilots in Melbourne has ordered all expected transit times of deep draught tankers to be checked to determine if passage through the entrance to the Port Phillip Bay is safe at the time the vessel is expected to arrive.

If the arrival time is deemed unsuitable, the vessel's master or agent will be advised of an appropriate transit window and the designated pilot will also check these decisions before boarding.

These safety actions, which came even before the release of an investigation report into the grounding of the Indian-flagged tanker **Desh Rakshak**, were not unexpected given the report concluded that the pilot did not adequately consider the effect of the ship's speed on its draught.

The omission by the pilot (and the crew) meant that no one on the vessel appreciated that the clearance between the ship's keel and the bottom of the channel was much less than anticipated.

Desh Rakshak arrived off Port Phillip Bay on the morning of Jan 4, 2006, with about 80,000 tonnes of crude oil on board. A pilot boarded the ship at 8am. As the vessel would have encountered a very strong ebbing tide that could have set it to the east of the channel, he steered a course to keep the vessel to the west of the planned track within the Great Ship Channel.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146

When the ship was almost abeam of Point Lonsdale Lighthouse on the western side of the entrance to the Bay, the pilot thought that the ship was on the western edge of the Great Ship Channel, but the ship was, in fact, further west than he thought.

The ship continued the transit and anchored outside Port of Melbourne at 11:54 am. No one on board the ship observed anything that might have suggested that the ship had grounded during the pilotage.

However, about an hour later, the chief mate found the water level in the lower fore peak water ballast tank rising very fast, up to 10 metres at one stage. The water was quickly pumped out. An inspection revealed that the tank's shell plating had been holed. The ship berthed in Geelong the next day and temporary repairs were carried out before it sailed for Singapore on Jan 19 where it was dry-docked for permanent repairs.

An investigation by the Australian Transport Safety Bureau showed that the pilot correctly calculated the ship's static under keel clearance on the morning of Jan 4, 2006 based on his planned transit through the Great Ship Channel.

The Great Ship Channel's charted depth is 14 metres. Based on the tide at 8am on Jan 4, the minimum depth would have been 15.1 metres. As the ship's static draught was 11.5 metres, the pilot calculated the under keel clearance as about 3.6 m.

However, the pilot did not consider that a combination of a phenomenon called 'squat' and the rolling movement of the ship could considerably decrease the ship's under keel clearance during the transit.

Squat is a well known phenomenon and has been a factor in a number of groundings, with the most widely reported being the grounding of **Queen Elizabeth 2** in August 1992 off the coast of Massachusetts.

The phenomenon increases the draught of a ship due to a venturi effect between the bottom of the hull and the seabed as a ship moves through shallow waters at relatively high speeds.

The increase in velocity of the water flow under the hull in shallow water causes a significant drop in the hydrodynamic pressure acting upwards on the ship, which causes the ship to sink bodily until the upward hydrodynamic pressure and the downward force due to the mass of the ship are once again in equilibrium.

According to the Bureau, in the case of **Desh Rakshak**, the pilot did not think that squat was an issue because by the time the ship was abeam of Point Lonsdale, its speed was only eight knots.

However, with the tide running at about five knots against the ship, its speed through the water would have been about 13 knots, which, based on the ship's configuration, would have increased the ship's draught by at least 1.35 metres.

To compound the squat effect, the vessel was also rolling by about five degrees, which, said the Bureau, would have had the effect of increasing the draught by another 1.8 metres.

The combined effect was that the ship's draught during the transit was at least 14.65 metres, which would have been all right in the Great Ship Channel, but as the pilot had steered the vessel well west of his planned track, the draught turned out to be at least one metre more than the available under keel clearance.



Migrants missing off Libyan coast

A search is under way for about 50 would-be immigrants in two boats that have gone missing off the Libyan coast in rough seas, the Maltese army said on Friday.

An alert was raised on Thursday with a distress call from one of the boats to Maltese authorities reporting engine failure about 47 nautical miles off Libya.

Libyan authorities said they could not answer the call because of the rough seas, and the Maltese coastguard lost contact with the boats overnight. Several boats carrying illegal migrants have recently capsized in the Mediterranean off the coast of Libya and Malta and dozens drowned.

On May 21, a boat carrying 53 migrants disappeared off Malta after being spotted by a Maltese military plane. Rescuers sent to the area could not locate the boat.

Paris MOU announce new black-grey-white-list

At its 40th meeting last month, the Paris MoU Committee approved the 2006 inspection results and adopted a new flag State performance list, which will take effect from 1 July 2007. A new publication as from this year will be a performance list for Recognized Organizations to take effect from the same date.

The "Black List" for 2006 contains 16 flag States, two fewer than last year. The 2006 "White List" includes 37 flag States, three more than last year.

A "hard core" of flag States remain on the "Black List". Most of the flags that were considered "very high risk" in 2005 have retained this ranking. The poorest performing flags are still Democratic People's Republic of Korea, Albania, and Bolivia.

Taiwan, Turkey, Algeria and the Ukraine have moved from the "Black List" to the "Grey List" and will hopefully manage to further enhance this improvement. Belize and Morocco moved back to the "Black List".

The "White List" represents those quality flags with a consistently low detention record. The United Kingdom, Sweden and Finland are placed highest in terms of performance. Azerbaijan has moved down from the "White List" to the "Grey List".

New on the "White List" are Estonia, Switzerland and the Islamic Republic of Iran.

Flag States with an average performance are shown on the "Grey List". Their appearance on this list may act as an incentive to improve and move to the "White List". At the same time flag States at the lower end of the "Grey List" should be careful not to neglect control over their ships and risk ending up on the "Black List" next year.

The shortening "Black list" and growing "White List" suggests there is a movement towards quality flags.

A flag's ranking is taken into account when targeting ships for inspection and ships flying flags listed on the "Black list" are liable for banning from the region after multiple detentions.

A new feature in the Annual Report 2006 will be the table showing the performance of Recognized Organizations acting on behalf of flag States. This new table uses the same method of calculation as the flag State table but counts only those detentions, which the Paris MoU considers to be directly related to a statutory survey carried out by the recognised organisation. Det Norske Veritas, Registro Italiano Navale and Germanischer Lloyd are the recognized organizations topping the list for 2006.

The Register of Shipping (Korea, DPR), The Register of Shipping (Albania) and the International Register of Shipping (USA) have shown a poor performance and appear at the bottom of the list.

Hole punched in beached ship

The salvage team working to remove the 40,000 tonne **Pasha Bulker** off a Newcastle beach say they have discovered a hole in the external hull of the coal carrier.

But they are confident a second internal hull has not been pierced.

NSW Maritime said the specialised salvage tug **Woonah** from Sydney arrived at Nobby's Beach at 8.15am (AEST) today, and a second salvage tug from Melbourne, the **Keera**, was scheduled to arrive off the NSW Hunter region coast on Wednesday morning.

"The inspection on board (the **Pasha Bulker**) has reported back that there is a hole in the bottom," NSW Maritime spokesman Neil Patchett said.

"It's understandable. It took a punch in the bottom as it was pushed across the reef."

But, Mr Patchett, said the **Pasha Bulker** was "double-bottomed" so water was not entering the internal skin, and at the moment there was no sign of oil leaking outside the ship.

SVITZER Salvage has obtained the salvage contract to assist the grounded bulkcarrier **PASHA BULKER** off Newcastle, Australia. The 225 meter long 2006 build vessel ran aground in extreme weather conditions on Thursday 07/06. The vessel was in ballast and thus has no cargo on board. Reportedly some 700 tons of fuel were left in her tanks.

Australian SVITZER tugs in the area were put on standby, the weather and condition of the casualty did not allow them to connect up yet. On Saturday Australian salvage team members, essential original crew members as well as Australian salvage equipment were lowered on board of the casualty by helicopter, the only means possible to board, and inspections were executed to establish the condition of the vessel. Most of the team remains on board despite the weather with power on board having been restored by salvors.

Further salvage team members are being mobilised in from **SVITZER Salvage** offices in Singapore and The Netherlands to expand the engaged Australian team.

European cruises booming

For cruise lines, Europe is the new Alaska. The popularity of European itineraries is soaring, and for good reason.

The appeal of a Europe cruise is simple: the chance to sample multiple destinations -- Paris, London, Rome, Athens, Barcelona, Amsterdam and scores of other culturally rich cities -- without the hassle of having to trudge around the continent on your own. Cruise passengers can soak it all in -- from the cradles of Western civilization to the cuisines of contemporary cultures -- without having to pack and unpack every day or two.

But with so many cruises now being offered, how do you approach selecting a cruise on the other side of the Atlantic?

Anne Campbell, author and founder of solocruises.com, thinks vacationers used to Caribbean itineraries might base their choice of a European cruise on the wrong criteria. "In the Caribbean, there are more days at sea, and the focus is on the ship and its amenities, activities and entertainment. On a Europe cruise, the focus is much more on what's ashore; the ship is secondary."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146

Unlike a leisurely Caribbean sailing, a Europe cruise is work, Campbell says. "You're ashore by 8:30 a.m. and walk or drive until late afternoon." Shore excursions in antiquities-rich Rome, for instance, can take as much as 10 to 13 hours. The same can be said for tours in Florence or Paris, or even to Capri or along the Amalfi Coast from Naples.

To get the most out of your Europe experience, Campbell advises that you pay particular attention to the ship's itinerary and how long it stays in port. Some cities simply cannot be appreciated in a day, and if you don't want to be disappointed, look for a cruise line that stops overnight in a few of the most popular ports.

For example, **Princess Cruises** stops overnight in Venice; **Crystal Cruises** in Bordeaux, Edinburgh and Dublin; **Carnival Cruise** Lines in Civitavecchia, the port serving Rome.

Campbell suggests, "When comparing ships and their length of stay in port, also pay attention to the menu of shore excursions as well as the line's reputation for delivering what it promises."

Besides conferring with a travel agent, visit the Web sites of several lines to explore their pre- and post-cruise land packages and excursions. Even with those guidelines, you still may find yourself knee-deep in choices. Ships from major cruise lines cover the continent, as do Europe-based river and barge cruise companies. For the uninitiated, it can be overwhelming.

Cruise Lines International Association (CLIA), the marketing arm for 21 cruise companies, breaks down European cruises into the Baltic and the western, eastern and southern Mediterranean.

Baltic cruises focus on Scandinavia and Eastern Europe, with itineraries that include overnight hotel stays in Copenhagen, Denmark, and St. Petersburg, Russia, CLIA notes. The region's landscapes include the rugged beauty of the Norwegian fjords and North Cape, the proverbial "land of the midnight sun."

Eastern Mediterranean cruises visit ports in the Aegean Sea, including Rhodes, Santorini, Mykonos and Crete. Seven-day cruises often depart from Piraeus (the port for Athens) and Istanbul, Turkey, for destinations in the Adriatic, Ionian and Tyrrhenian seas.

Western Mediterranean cruises sail from the Adriatic to the Straits of Gibraltar to ports that can include Venice, Naples, Civitavecchia (for Rome) and Genoa, Italy. These itineraries also may call at Monte Carlo, Nice, Cannes and St. Tropez, France; Barcelona, Spain; and Dubrovnik, Croatia.

Southern Mediterranean cruises visit exotic ports along the Black Sea and coast of North Africa from Morocco to the Holy Lands, including Tunis, Tunisia; Tripoli, Libya; Alexandria, Egypt; and Haifa, Israel.

CASUALTY REPORTING



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Cargo ship sinks at Bandar Abbas pier

Following devastating tropical storm, Cyclone Gonu, which hit Persian Gulf region a cargo ship sank in the coastal waters of Haghani jetty in Bandar Abbas on Wednesday, it was announced on Saturday.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146

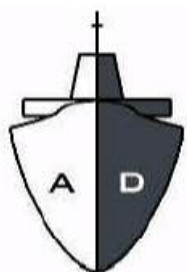
Speaking to IRNA, Colonel Asghar Ghotbzadeh said the ship had already been seized by coastal guards for illegal transport of crude oil. Following the incident, all crew on board were evacuated and are all in good health conditions, he said.

Strongest tropical storm to hit Persian Gulf region in decades, Cyclone Gonu, that originated from Sea of Oman, lashed that country, including its capital and then hit Iranian islands and southern coast cities Wednesday afternoon. The speed of Gonu that was originally around 20 kilometers per hour with winds exceeding 200 KM/h was measured between fifty to sixty kilometers when it lashed Chabahar.

NAVY NEWS

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U.S., Norway and Spain to train warships together

Naval Base Ventura County threw a party Saturday for visiting warships from Norway, Spain and a newly built U.S. destroyer. There were hugs and handshakes, the customary exchanging of mementos, even a barbecue.

But the European ships' stay is about to turn dramatically more serious. Over the next two weeks, the massive steel ships and their newly installed American weapons systems will be put to the test during a series of at-sea exercises.

"This is a historic moment," Capt. Stephen Huber, leader of Port Hueneme's Naval Sea Systems Command (NAVSEA), told about 60 people, including local and foreign dignitaries.

This is the first time a Norwegian warship has docked at the Port of Hueneme, and the first combined Norwegian Navy, Spanish Navy and U.S. Navy Combat System Ship Qualification Trials, Huber said. The crews of the Norwegian HNoMS **Fridtjof Nansen**, Spanish SPS **Mendez Nunez** and the USS **Gridley** will use the trials to train and operate the ships' powerful cache of guided missiles and torpedoes.

Though the warships ultimately will return to their home nations, the joint scenarios reinforce the Navy's relationship with its European allies. "We cannot fight a global war alone," Huber said.

Norwegian Cmdr. Halvard Flesland said his country chose this area because of the sea range at Point Mugu and the expertise NAVSEA Port Hueneme offers. NAVSEA Port Hueneme is one of the Navy's premiere in-service engineering and logistics centers. It is part of a larger Navy organization called the Naval Sea Systems Command, with other locations in San Diego, White Sands, N.M., Louisville, Ky., and Virginia Beach, Va.

The Norwegian warship is 400 feet long and has 120 crew members. Spain's SPS **Mendez Nunez** is 481 feet long and has a crew of 229. The USS **Gridley**, the newest of the U.S. Navy's guided-missile destroyers, is 510 feet long and has a crew of more than 365. Said Gridley Cmdr. Steve Shinego: "We've got two weeks to come together and learn."

Indian Navy to buy 40 warships , aircraft carrier Gorshkov to join by next year

Giving details of the expansion plans of the Indian Navy , Chief of Naval Staff Admiral Sureesh Mehta today said that the Russian aircraft carrier **Gorshkov** will be delivered to India by the end of 2008 and 40 more ships will be purchased in next few years.

Admiral Sureesh Mehta also disclosed that the Indian Navy, which would be a blue -water force, would also be acquiring six submarines that would enable it to maintain a vigil in the Indian Ocean, apart from guarding the sea-lanes vital to the country's trade and commerce. .

Speaking to reporters on the sidelines of the passing out parade of the cadets at the Indian Military Academy (IMA), Admiral Mehta said: "At present we have 136 ships and we are building 33 more in our shipyards. We are buying six ships and the same number of submarines from abroad. Budgetary allocation has been made for acquisition of 40 additional ships."

Russian **Amur class** submarines armed with vertically launched KLUB-S Missiles and Germany's HDW submarines with their Air Independent propulsion systems (AIP) are already in contention for the navy's submarine deal. Recently German Defence Minister Franz Joesph Jung was in India to push forward the negotiations and so was General Alexei Fedorovich Maslov, Commander-in-Chief of Russian Land Forces, who was here to take the negotiations further.

The delay in the delivery of **Gorshkov** had already caused concern and Government has repeatedly stated that the delivery of the aircraft carrier will be in accordance to the agreement."Russian side has assured at the highest level that the ship will be delivered as per contract. The aircraft carrier is undergoing necessary repairs / modifications in Russia at present. The project is being closely monitored by the Empowered Apex Committee headed by the Defence Secretary and the Steering Committee headed by the Controller of Warship Production and Acquisition," Defence Minister A K Antony had recently said in the Parliament.

Russia has been the major defence equipment supplier to Indian Armed Forces. Presently, the ongoing defence cooperation encompasses equipment procurement, exchange of delegations, conduct of joint exercises, and joint designing, development and marketing of military equipment.



Northrop Grumman-built Kidd (DDG 100) Honored in Nighttime Galveston Commissioning

More than 2,500 guests watched Saturday night as the U.S. Navy commissioned the Aegis guided missile destroyer **USS Kidd (DDG 100)** at the Port of Galveston, Pier 21. Built by Northrop Grumman, the ship received her commissioning orders to join the U.S. Navy's Pacific Fleet.

French ship arriving for goodwill visit

The Philippine and French naval forces will engage in training exercises when France's warship **FNS Var** arrived in the Philippines for a goodwill visit on Monday. The French embassy in Manila announced that the joint training exercises between the Philippine Navy and its French counterparts will open this week.

The **FNS Var**, led by Commander Paul Massart, is paying a goodwill visit to the Philippines from June 11 to 15. The ship carries the commander of the French forces in Indian Ocean Maritime Zone Rear Admiral Jacques Launay, who is set to pay courtesy calls on Philippine authorities such as the Department of Foreign Affairs (DFA), the Department of National Defense (DND), the Philippine Navy, the City of Manila and the Manila Police.

The French Navy flagship's goodwill visit aims to promote friendship and cooperation between the Philippine and French naval forces. French warships visit the Philippine archipelago once or twice a year.

Providing logistic support for French or allied carrier and battle groups on every sea, the **FNS Var** has a displacement of 17,900 tons and carries a crew of 157 personnel, including 14 officers. It can embark a command staff of up to 70 members. The ship is a replenishment tanker that can supply three other ships simultaneously with heavy loads of food, equipment and ammunition. With its 158-meter length and 22-meter breadth, the **FNS Var** can also carry light helicopters.

Hard-up UK Navy orders ships returning to port to cut speed by half to save fuel



The **A 388 FORT GEORGE** seen departing from Stavanger

Photo : Martin Penwright ©

The Royal Navy is so strapped for cash that some crews returning home from overseas operations are being forced to ration fuel by sailing at half speed. Frustrated sailors who have been away from their families for months say they are often taking days longer to get back to the UK because of the cost-cutting practice.

A former Royal Navy weapons engineer who left the service less than six months ago said: "Coming back off trips away, you'd do 18 or 20 knots, but it's not unheard of to do 12 because we have to save fuel.

"It can add days on to your trip away, and that's important when you've been away for many months. "There's nothing worse than coming back across the Atlantic, bobbing around and knowing you could have been home a week earlier. "You just get very frustrated and very annoyed when you try to explain to your children why Daddy's not

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146

coming home for another night." Armed Forces Minister Adam Ingram said he would ask the MoD to investigate the claims.

He added: "That should not be acceptable." An MoD spokesman said ships returning from overseas duty travelled at about 14 knots to conserve fuel and prevent the need for too frequent refuelling. He added: "Occasionally vessels may be asked to delay their arrival to coincide with core working hours or when jetty crews are already in support of other vessel movements, to maximise the effective running of the base."

Mr Hancock said: "I've been told that there is a restriction on fuel – it's 'use as little as you can and get back to the ship as soon as possible'."

German patrol boats for the Lebanese Navy

7 June in Beirut, the Head of the Directorate-General for the United Nations at the Federal Foreign Office, Ambassador Dr Peter Wittig, together with the Deputy Chief of Staff of the Federal Armed Forces, Lieutenant-General Dora, will handed over on behalf of the Federal Government two patrol boats to the Lebanese Navy.



The patrolboats are the former police patrol boats **BREMEN 2** and **BREMEN 9**, which are overhauled at the Motorenwerke Bremerhaven, which yard also painted the boats in the Navy Grey colour, the boats will be renamed in **AMCHIN** and **NAKOURA** by the Libanese Navy.

The vessels from the German fleet are to help Lebanon monitor its borders self-sufficiently. The handing over of the patrol boats will be accompanied by training

measures for the Lebanese Navy and is the latest in a series of initiatives on the part of the Federal Government aimed at helping Lebanon to fulfil its responsibilities as a sovereign state in the area of border protection. It also represents a further contribution to the implementation of UN Security Council Resolution 1701 of 11 August 2006.

The project received around 1.2 million euro in funding from the Federal Foreign Office and was carried out by the Federal Ministry of Defence, which will also take on the training of the Lebanese Navy.

Navy faces the \$10 billion question

The National Security Committee of Cabinet will soon make profound decisions about the size and shape of the Australian navy, with proposals to purchase three air warfare destroyers for between \$6 billion and \$8 billion and two large amphibious ships for about \$2 billion.

They will be the most important decisions about the future shape of the Australian navy since the Collins Class submarines 20 years ago.

The air warfare destroyers will be the most potent warships in our region and by far the most capable destroyers the navy has owned for more than 40 years. The amphibious ships will be the largest in Asia - larger than anything that China, Japan or India presently has. But there has been insufficient information in the public domain about the strategic justification for these warships.

The Howard Government's 2000 defence white paper said that Australia aimed to maintain a capable surface fleet able to operate in a wide range of circumstances throughout our maritime approaches and beyond. It stated Australia must be able to operate against capable regional navies and within range of hostile air forces. But it said little about amphibious forces, other than eventually planning to replace existing capabilities between 2010 and 2015.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146

The Defence Update 2005 of the former defence minister Robert Hill also left us little the wiser, except for asserting that the main role of the air warfare destroyers would be helping to protect the new amphibious ships.

This is clearly an important mission, not least because each of the amphibious ships will carry more than 1000 troops and amphibious operations are a potentially hazardous mission. But this must not become the sole operational purpose of these highly capable new destroyers. Leaving the navy with little, if any, independent strategic purpose other than transporting and protecting the army is strategically indefensible.

There are contingencies in our region where we may need to deploy an independent naval battle group, capable of projecting decisive force, over a significant period of time. That cannot be by strike aircraft or submarines alone. Surface warships are the only platform that has the full range of capabilities from peacetime operations through to high-intensity military conflict.

Having the best naval capabilities in our region is an important reflection of our national strength.

At present there are intense differences between the navy, which wants the more expensive of the destroyers under consideration because it has 64 vertical missile launch cells, and Defence's other top advisers, who consider that the 48 missile cells of the less expensive destroyer to be adequate for any credible regional contingency.

As well as being able to deliver continuous air and missile defence beyond the range of supporting land-based aircraft, the air warfare destroyers have the option of being equipped with the SM-3 missile which will provide protection against short and intermediate-range ballistic missile threats. It might also be worth equipping them with the Tomahawk land-attack cruise missile, which would give Australia a very long-range strike weapon.

These warships must be capable of defending our maritime approaches in a wide range of contingencies, projecting decisive military force in South-East Asia waterways, and operating closely beside our American ally. They will be in service for at least the next 20 or 30 years, when Australia is likely to see the development of major new strategic challenges and military modernisation programs in our region.

The public reasons for the new large amphibious ships are less apparent. There are clearly arguments in favour of having amphibious capabilities because of the nature of the archipelago and island chain to Australia's north and east. That argues for a capability to put Australian troops ashore and defend them. Having amphibious ships such as those proposed would have reduced the operational risk of the intervention in East Timor in 1999.

The concern, however, is that the strategic justification for these ships in the army's eyes is to create a mini version of the US Marines, subordinate to US war-fighting doctrine. Without US protection, it will take a large part of the naval and air resources of our small defence force to protect these amphibious ships in a hostile environment. Even in our own region, we probably need amphibious ships that are militarily robust and capable, given the potential hazards of over-the-beach landings.

The Government has said the new destroyers will be built in Australia. But it appears that the hulls of the amphibious ships, or parts of them, will be fabricated overseas. However, \$10 billion wisely spent, particularly in the areas of combat systems integration and command-and-control, will have a significant effect on the sort of defence industry we need for the 21st century. It will also have an important multiplier effect in particular regions of Australia.

However, the Government needs to indicate whether there is a longer-term future for naval shipbuilding in this country, given that we need to consider whether we are going to build the next-generation submarines after the Collins and replacement frigates to the Anzacs.

Such long-term planning has been absent in the past. Important new guidelines were developed in the March 2007 Defence and Industry Policy Statement by the Defence Minister, Brendan Nelson, which proposes a strategic approach to identifying the priority areas of local industry capability. Defining whether there is a future for naval shipbuilding in Australia should be one of its first tests.

Emeritus Professor Paul Dibb is a former secretary-general of the Department of Defence.

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One of the latest newbuildings from DAMEN shipyard is the **MARINECO TOOMAI** seen in the Scheurhaven in Rotterdam – Europoort during her yard trials - **Photo : Jan Oosterboer ©**

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The dredger **Pelican** seen at Lyttelton New Zealand. The dredger undertakes work in many New Zealand and Australian ports. Since March 2007 the dredger has been in Lyttelton where she has been undergoing dry-docking and general repair work.

Photo : Alan Calvert ©

The 'Costa Serena' – the largest and 12th ship of the fleet

The new flagship of the Italian cruise company Costa Crociere was christened in Marseille last month. The event was marked with a spectacular light show and fireworks display entitled "Mediterranean Serenade". In line with Costa Crociera's commitment to advanced technology, the inaugural event was also available on-line.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146

All users who registered on **www.secondlife.com** had the opportunity of taking part in the virtual ceremony with entertainment, a DJ party, a treasure hunt and a fireworks display. Sam Mifsud, managing director of SMS Travel & Tourism, attended the inauguration.

Costa Crociere is the number one cruise company in Europe and South America experiencing growth in 2006, in terms of: total passengers (880,000), passenger/days (6,900,000) and ship occupancy rate (100 per cent).

The **Costa Serena** is the 12th member of the Costa fleet, which is Europe's largest and most advanced. The **Costa Serena** is the largest vessel to fly the Italian flag, with a gross tonnage of 112,000 GRT, 290 metres in length, 1,500 cabins and total guest capacity of 3,780.

The **Costa Serena** entered service last month with her maiden cruise from Venice. Every Sunday, from June through November, the Costa Serena will depart from the port of the city of canals on a seven-day cruise calling at Bari, Olympia (Greece), Izmir and Istanbul (Turkey) and Dubrovnik (Croatia). In winter 2007/2008, the **Costa Serena** will offer 10- and 11-day cruise holidays to the Canary Islands and has also included Malta in some of its winter itineraries

Ferry service will provide a smooth commute

Congested highways will get a breather thanks to a fleet of ferries. Air conditioned boats travelling up and down the creek for 18 hours a day on new water routes will link up with Dubai Metro and public buses making traffic jams a thing of the past. The planned ferry service will provide a smooth commute along Dubai Creek, Dubai coastline and between Dubai and Sharjah as part of the RTA's Marine Strategic Transport Plan 2020. The service is scheduled to start in 2009.

Stena Killingholme – Hoek



The **STENA TRAVELLER** seen ready for departure from the builders.

Photo : Cees de Jong ©

The **STENA TRAVELLER** is expected to depart Norway on 15 June for her delivery voyage to the Hoek van Holland where she is expected to arrive around 15:00 for berthing trials and loading of stores. An hour later she will depart to a lay-by berth. It appears she will also visit Schiedam before entering service on 20 June with the 21:00 ex Hoek van Holland, arriving in Killingholme at 07:00 on 21 June. Her first sailing ex Killingholme is the 21:00 on 21 June.

The **STENA SEARIDER** will then switch to the schedule of the **STENA TRADER** on 21 June to allow that ship to visit Keppel Verolme. The **STENA TRADER** will re-enter service with the evening sailing from Holland on 25 June allowing the **STENA SEARIDER** to be withdrawn from service. (Her last sailing being the 19:15 ex Killingholme on Sunday 24 June).



The "BBC EMS" seen in Walvis Bay, discharging locomotives. - Photo's : Katja Gloditzsch ©



No signs of Mumbai-Karachi ferry service yet

Federal minister for Ports and Shipping Babar Khan Ghauri had said last December that the Mumbai-Karachi ferry service was expected to commence in February or March 2007.

He had also said the feasibility study for the service had been completed and licences had been issued. But since then, the ministry has not uttered a single word about the ferry service.

Indian foreign minister Yashwant Sinha had presented a proposal for launching the ferry service between Mumbai and Karachi back in 2003, and the Pakistani government had agreed to the proposal. But the matter could not proceed at that time because the shipping protocol between the two countries was yet to be signed.

Now that several months have passed after the signing of the amended shipping protocol between the two countries, none of the sides should have any reason for depriving their masses, particularly the people of Mumbai and Karachi, of this convenient mode of transportation.

It may be recalled here that parties interested in operating ferry services between the coasts of Mumbai and Karachi had contacted the Ministry of Ports and Shipping, and were granted licences.

The bulk of those Muslims, who have been divided by the partition, cannot afford airfares. Hence, the thought that a ferry service could start between Mumbai and Karachi, making travel more accessible between the centre and south of India to Pakistan and vice versa, was appreciated by many who would love to visit the place where their ancestors lived for hundreds of years.

The chief of the Muttahida Qaumi Movement Altaf Hussain had said at an international conference in India in November 2004 that denial to reopen the Khokhrapar-Munabao border and ferry service between Karachi and Mumbai is nothing but stifling the rights of the people of Sindh, who are forced to take an expensive route by first going to Lahore to catch a train or bus to go to India.

Now despite the passing of two and a half years, the people of Sindh are still denied the ferry service by the government.

Even if the business aspect of this ferry service is taken into consideration, it would be a huge success for the operator. While the cruise service that the Ministry of Ports and Shipping had proudly launched at Dubai-Karachi route failed miserably, the Mumbai-Karachi ferry service is going to bring huge revenue to the operator.

The Dubai-Karachi cruise service intended to provide the higher income group of this country a luxury trip. That class did not like the idea, as only around 200 people travelled by the cruise ship on its first trip, which also proved to be its last. On the other hand, the Mumbai-Karachi ferry service will target the low-income group of this country, offering to transport them for a small amount of money. It will mostly attract those people who want to meet their relatives across the border.

For them, going to India is a necessity, not a luxury. It can be said without any hesitation that thousands of people will be taking this route to India every month if this service starts.



The **SNOW DRIFT** seen departing from Rotterdam – Photo : Rene Mostert ©

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The **ESVAGT CASSIOPEIA** seen fitting out in Singapore
Photo : Jacob Versteeg ©

Robben Island celebration includes a ferry tale

The Robben Island Museum plans to launch a ferry that can accommodate 300 passengers and crew in September, to coincide with the museum's tenth anniversary since the island changed from being a prison to being a museum.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 146

In 1999, Unesco declared the museum a World Heritage site. The ferry's name remains a closely guarded secret. It will cost R26 million and has three decks.

The museum has five ferries, one of which is to be decommissioned because the cost of getting it back to operational standards is prohibitive. The other four ferries do not have the capacity to carry the ever increasing number of tourists.

Paul Langa, the museum's chief executive and a former Robben Island inmate, said that with the new ferry there would no longer be crises like those experienced by the museum last Christmas, when tourists could not get to the island because of a shortage of vessels after one had broken down.

The ferry is being built by Farocean Marine, based in Cape Town's waterfront. Sam Montsi, the chairman of Thebe Investments, is a 50 percent shareholder and chairman of Farocean.

The company recently finished building the R100 million **Ellen Kuzwayo**, a research vessel commissioned by the department of the environment and tourism.

Jendo Ocenasek, the marketing director of Farocean, said the ferry was being built according to Lloyd's of London specifications. He hastened to add that not just any vessel could land on the island. The ferries must be able to withstand all types of weather.

Langa said there were 31 wrecks around the island, an indication of how ferocious the Atlantic could be in that area.

One of the wrecks is a bus that was bought by former US president Bill Clinton while he was still in office. On his visit to Robben Island, he asked what contribution he could make to the museum. When he was told that a bus would be appreciated, he promptly bought one on his return to Cape Town (or the mainland, as the islanders call it).

Langa said a helicopter hooked the bus on a chain to fly it to the island. On the way there, strong winds broke the chain and the bus ended up in the deep sea.

Ocenasek said Farocean had employed between 60 and 70 people to build the ferry, working even on Saturdays and Sundays. About 16 of the coded welders working on the vessel started as cleaners and were trained on the job to be artisans.

The top deck is shaped like an airplane. Ocenasek said the vessel was lightly built with aluminium stock, but very strong. It was higher and bigger than ordinary ferries, and was the biggest allowed for the island.

Its maximum speed is 27 knots (50km an hour). The vessel was originally due to be completed this month but delays have moved completion to July. Ocenasek said the drawings were received late and getting components from Norway was not easy. But Ocenasek's main complaint is the skills shortage. "It is difficult to bring in people from outside South Africa, because it is boom time for ship building worldwide," he said.

Shipping line records 'growth beyond expectation'

Safmarine has recorded growth beyond expectation since its acquisition by the AP Moller-Maersk Group seven years ago, human resources manager for South Africa, Jonathan Horn, told guests at the line's official 60th anniversary media get-together in Cape Town recently.

"In 1999 we moved just under 200 000 FEUs (forty-foot equivalent units), and at the end of 2006 that number reached just under 560 000 units, with 25% growth in a single year," he said. Safmarine services are today sold in more than 130 countries.

MOVEMENTS



The 6800 hp **BOA MAGNITOR** (ex Miclyn Magnitor) seen enroute Rotterdam - Parkkade
Photo : Wil Kik ©



Allseas **MANTA III** seen arriving at JC Meijers in Rotterdam-Waalhaven
Photo : Ruud Breur ©

AIRCRAFT / AIRPORT NEWS

Helikopter Koninklijke Marine voert medische evacuatie uit

Een Lynx helikopter van de Koninklijke Marine heeft op vrijdagmiddag 08 juni 2007 een medische evacuatie uitgevoerd. Om 12.42 uur werd er Search and Rescue SAR alarm gemaakt door het Kustwacht centrum. Het alarm betrof een medische evacuatie aan boord van het vissersschip "**Lemmer 62**", de patiënt had klem gezeten met zijn been in een visnet, is gevallen en heeft daarbij een hoofdwond opgelopen.

Een Lynx helikopter van de Koninklijke Marine is om 13.00 uur van Marine Vliegkamp de Kooy opgestegen om zich



naar de "**Lemmer 62**" te spoeden die zich op dat moment ongeveer 77 kilometer ten noorden van Den Helder bevond. Daar aangekomen is de helikopterredder, de arts en de brancard afgezet. Deze hebben de patiënt gestabiliseerd en transportgereed gemaakt. De patiënt is vervolgens overgebracht naar het medisch Centrum Leeuwarden.

Photo : Piet Sinke ©

De Koninklijke Marine houdt twee Lynx-helikopters permanent beschikbaar voor het uitvoeren van Search and Rescue (SAR) acties en medische evacuaties (medevac) die worden gecoördineerd door het Kustwacht Centrum.

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 **HAPPY BUCCANEER** seen at Sembawang shipyard in Singapore lifting off the Huisman built Stinger for the Pipe layer Heavy lift vessel **Sapura 3000**
Photo : Stephen Carson ©

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