

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208



Number 208 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 15-09-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



**The Torbay lifeboat 17-28 RNLB ALEC & CHRISTINA DYKES seen at her moorings
Photo : Piet Sinke ©**

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: smitwijs.sales@svitzerwijismuller.com

EVENTS, INCIDENTS & OPERATIONS



"18 across, the massive **COSCO ASIA** - which is reported to be capable of carrying 10,060TEU, second only in terms of size to Maersk's "E" class - sailing from Felixstowe, her last port of call at the end of her maiden voyage into Europe".

Photo: Peter Wright ©

Log Jam

When the **Queen of the North**, the flagship of British Columbia's ferry service, went to the bottom after hitting an island on the north coast last year, crucial data logged in an onboard navigation system went down with the ship.

Now that information - which traces all the course alterations made on the vessel's final voyage - is at the heart of a legal battle between B.C. Ferry Services and the Canadian Transportation Accident Investigation and Safety Board.

B.C. Ferries was in the Supreme Court of British Columbia yesterday arguing that it should be allowed to publish the data immediately - while the TSB is trying to withhold the information until it has time to release a detailed accident report in about a month.

The information belongs to B.C. Ferries, but TSB recovered it with a deep-diving submersible that found its way into the pilot house of the wrecked ferry and removed the hard drive from an electronic charting computer.

The ferry sank in more than 300 metres of water shortly after midnight on March 22, 2006, midway between Prince Rupert and the north end of Vancouver Island.

TSB shared the data with B.C. Ferries, but an agreement binds the corporation to confidentiality until the TSB's final report is released. A clause in that agreement says the data can be released under a court order.

TSB lawyer Avon Mersey urged the court not to grant B.C. Ferries such an order, saying the government does not want the information released until a detailed report has placed it in context.

He said the TSB is close to completing a 47-page final report that will trace the journey of the Queen of the North, explain what went wrong and "what the crew did and didn't do."

Mr. Mersey said there is "no urgency" for B.C. Ferries to rush the data into print. "It's a matter of timing ... we say wait," he said.

But Mr. Justice Christopher Hinkson said he is concerned about safety issues, and wondered whether B.C. Ferries shouldn't be able to publish sooner rather than later.

"It strikes me there may well be exposure to liability if there is data there that identifies a safety problem," Judge Hinkson said.

"We're not talking about much time [in delaying release of the data]," Mr. Mersey replied.

"What if another ferry sinks tomorrow and it's something that should have been addressed?" the judge fired back.

But Mr. Mersey told the court that the TSB's job is to ensure safety, and if anything raised concerns, a statement would have been issued.

"The board would have said something about it. That's their business," he said. "If they thought there was a safety concern, they would have issued a report right away."

He said the data conflict with some of the statements given by crew members on the ill-fated ferry, which went down with 101 passengers and crew aboard. Everyone aboard survived except for two passengers. Mr. Mersey said B.C. Ferries wants the data published because "they want to use this data ... to challenge certain statements made by officers."

But David Harris, a lawyer for B.C. Ferries, said the information belongs to the corporation and it should be able to release it to the public if it sees fit.

He said B.C. Ferries is concerned with safety, and wants to get all the information out as soon as possible.

Mr. Harris described the material as "electronic chart data that records the movement of the vessel and its course over time."

He urged Judge Hinkson "to give the green light for the release," saying his corporation "has an obligation to inform the public when there is a concern about safety."

VTS-SECTORGRENZEN ROTTERDAM GEWIJZIGD

Vanaf 1 oktober 2007 worden zowel op de Nieuwe Waterweg als het Calandkanaal de VTS-sectoren van Europoort, Rozenburg en Maassluis gewijzigd. Simulatie heeft uitgewezen dat de sectorgrenzen in het westelijk havengebied van Rotterdam moest worden aangepast vanwege de toename scheepvaartverkeer.

De Rotterdamse haven verandert voortdurend. Het scheepvaartverkeer en scheepsgrootte nemen toe en de nautische infrastructuur verandert. Niet alleen op het Calandkanaal en het Hartelkanaal maar ook door de toekomstige aanleg van LNG-terminals en Maasvlakte 2. Via simulatieonderzoek is onderzocht wat al deze ontwikkelingen voor invloed hebben op de huidige VTS-sectoren in het westelijk havengebied. Het onderzoek gaf aan dat het noodzakelijk is om op korte termijn de indeling van de VTS-sectoren in dit gebied aan te passen. De wijzigingen van de Havenmeester betreffen het volgende:

Nieuwe Waterweg

Sector Rozenburg (VHF 65)

- De oostelijke sectorgrens wordt verplaatst van kmr. 1023 naar kmr. 1028.
- De westelijke sectorgrens blijft ongewijzigd.

Sector Maassluis (VHF 80)

- De westelijke sectorgrens wordt verplaatst van kmr. 1023 naar kmr. 1028.
- De oostelijke sectorgrens blijft ongewijzigd.

Calandkanaal

Sector Rozenburg (VHF 65)

- De westelijke sectorgrens wordt verplaatst van oeverfrontnummer 5716 naar oeverfrontnummer 6313. De nieuwe sectorgrens loopt schuin over het Calandkanaal en ligt aan de zuidzijde nabij oeverfrontnummer 6313 (westzijde Ertskade) en aan de noordzijde (Splitsingsdam) tegenover oeverfrontnummer 6316.
- De oostelijke sectorgrens blijft ongewijzigd.

Sector Europoort (VHF 66)

- De oostelijke sectorgrens wordt verplaatst van oeverfrontnummer 5716 naar oeverfrontnummer 6313. De nieuwe sectorgrens loopt schuin over het Calandkanaal en ligt aan de zuidzijde nabij oeverfrontnummer 6313 (westzijde Ertskade) en aan de noordzijde (Splitsingsdam) tegenover oeverfrontnummer 6316.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

- De westelijke sectorgrens blijft ongewijzigd.

De VHF-kanalen van de sectoren Rozenburg, Maassluis en Europoort blijven ongewijzigd.



The **DE DA** was spotted in Rio Grande – Photo : Marcelo Vieira ©

Missing Seafarers Sought

Relatives of 15 men recruited as seamen in Japan have asked the help of the Overseas Workers Welfare Administration (OWWA) in Central Luzon here to search for their kin almost two months since they left the country on July 27. Toribio Robles Jr., OWWA regional director, sent a letter on Tuesday to the Department of Foreign Affairs (DFA) to ask for help in the search.

"This might be a case of human smuggling or trafficking," Robles told the Philippine Daily Inquirer, parent company of INQUIRER.net. He identified those missing as Jayson Manuel, Charlie Rivera, Jayson Muñoz, Maximo Tolentino, Allan Atienza, Eliseo Sula, Reynaldo Malonzo, Marlon Zuñiga, Randy Macalino, Jessie Muñoz, Darwin Musngi, Limuel Carlos, Jerry Nucup, Jesus Reyes and Rufino Rosal.

They are between 20- and 40-years-old and residents of the towns of Floridablanca, Lubao and Mexico and the cities of San Fernando in Pampanga and Caloocan in Metro Manila, the OWWA report shows.

Judith, Rivera's wife, said she last talked to her husband when he called her a week after the group left on July 27.

"He said they were in Taiwan and were on their way to Hokkaido, Japan," she said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2008

The group, she said, first went to Hong Kong where the workers supposedly signed the three-year contract that would pay them \$150 monthly each. They were reportedly accompanied by their recruiter, Rodolfo Patio.

"There has been no call or text message [from him] since then," Judith said. "I'm worried for him. Where could he be now?" Judith, 21, is pregnant with their first child. Robles said the other relatives reported that they saw their kin board the MV **Chichang** in Manila.

They were recruited as seamen but might actually be forced to work as fishermen, he said. Judith said her husband, like the other men in the group, paid P80,000 to Patio as placement fee. She said a man, who was not with the group but was recruited by Patio in Floridablanca, recently escaped from his employer in Japan. The man reported that work was difficult and they were treated badly. "He said he and his co-workers were only made to eat once a day," Judith said.

The OWWA was locating this man to establish the whereabouts of the group. Patio was earlier arrested and detained at the Pampanga provincial jail here, Robles said.



The **NYK ESPIRITO** seen enroute Rotterdam
Photo : Alexander Meijers ©

The South African research vessel SA Agulhas visits Tristan

The **SA Agulhas** departed Cape Town on the 6th September for its annual relief voyage to Gough Island via Tristan da Cunha. The vessel arrived at Tristan on Wednesday the 12th September. Official visitors include the new Administrator Mr David Morley and his wife Jacki, an Optician, the Dental team from Scotland, as well as family and friends.

There will be a drinks reception in the Prince Philip Hall at 6:30 on Wednesday, for the community, to welcome the new Administrator and his wife and a chance to say farewell to Mr Mike Hentley and his wife Janice who will be joining the **SA Agulhas** on arrival, for a trip to Gough Island. Mr Hentley's biggest achievement during his three year tour was to see the island being installed with an internet café and phones in all the island homes. This has opened many doors in the way of learning and training for all ages, and will keep family and friends in touch instantly, rather than rely on snail mail carried by fishing vessels on the nine sailings a year from Cape Town.

North of England P&I Club Renews Commitment to Danish Market

The 'A' rated, 75 million GT North of England P&I club reaffirmed its commitment to the Danish shipping industry this week with a reception for members, potential members and their advisors at Langelinie Pavillonen in Copenhagen. Guests included Lars Christensen, senior vice president and head of the tanker department at Norden, and Anders Schmidt, general claims and insurance manager of Clipper Bulk, both of whom represent Denmark on the club's board of directors. Other ship-owning, operating and chartering companies represented at the event included Atlas Shipping, Clipper Elite Carriers, Comet Shipping, Custodia Shipping, Dannebrog Rederi, DFDS, Eitzen Bulk, NIMA Management, Norient Product Pool, TKB Shipping and TORM. Prominent brokers involved in the Danish market and local lawyers and correspondents also attended.

North of England was represented by managing director Rodney Eccleston, regional directors Stephen Purvis and Katherine Birchall, underwriting director John Howe, claims manager Tricia Forrest and FD&D solicitor Joanna Meadows. Speaking at the reception, Eccleston said, 'Our relationship with the Danish shipping community can truly be said to have 'come of age' as it is now 21 years since we accepted our first entries from Arne Holt Shipping in 1986.'

North of England insures a total fleet of 3000 ships entered by 310 member groups from around the world. Owned tonnage is currently 58 million GT and chartered tonnage accounts for around 17 million GT.



New Container cranes arrived in the port of Zeebrugge for Container Handling Zeebrugge

Photo : Jos Laporte ©

New Flame Continues in Headlines as Fuel Extracted

The extraction of fuel operation on the stricken cargo vessel **New Flame** is reported to have been completed yesterday, with divers inspecting the vessel which continued half sunk, whilst embedded into the seabed at a depth of 23m.

Options to break up the vessel are being studied as the present administration continues to look at options to salvage the vessel.

Whilst much criticism has existed over the safety of the vessel officials have pointed out that whilst the vessel is severely damaged its present status is stable. DTI Minister Joe Holliday last week highlighted that the vessel was shifting continuously at an angle between 10 to 15 degrees. He, however, assured that the vessel was stable, and that the vessels hull could take such a strain for a prolonged time.

The comments made last Wednesday were made prior to some bad weather conditions during the week which has seen torrential rain, high swells and electric storms over the bay area.

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

Tel: +31 115 645000 - www.multraship.com

Norwegian Tanker Runs Aground



File photo of the **BOW STAR** – Photo : Jaap van de Meeberg ©

A chemical tanker controlled by Norwegian shipowning firm Odfjell has run aground off Indonesia. Odfjell reported that its chemical tanker **Bow Star** ran aground after leaving the Indonesian port of Batam. There were no injuries and the vessel's double hull was believed capable of preventing any environmental damage. There was no cause given for the grounding. The 39,832-dwt **Bow Star** was built in 2004 at Poland's Szczecin shipyard. Odfjell said it has Norwegian officers on board and a Filipino crew.

NAVIOS ARC AGROUND IN SUPERPORTO

By : Marcelo Vieira ©

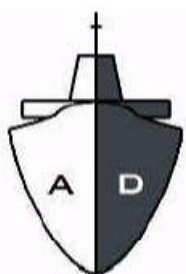


The Panamanian flagged **NAVIOS ARC**, ran aground in Superporto, in front of the terminal of the Tergrasa, due to rupture of watches them (handles that arrests it to the wharf). In accordance with the Port administration, the hindrance occurred for return of 8h. The boat was brought alongside in the wharf of the terminal of the Tergrasa, having loaded soy, when the handles if had left and it got loose itself of the wharf. It did not have time to place the machines in functioning and the ship crossed the canal and ran aground in a sand bank, in the lateral of the canal. As lieutenant Ruben Dario, head of the Department of Security of the Aquaviário Traffic of the Captainship, part of the nose of "**NAVIOS ARC**" was for is of the canal and the remain inside. After seven hours run aground, towing they had obtained to liberate the boat. Per the morning, five towboats in the operation had been mobilized of put float e, to the afternoon, when the conditions of wind and tide were more favorable, three. After it puts float it, occurred for return of 15h, the ship it returned to the wharf of the Tergrasa, had the substituted handles and it came back to operate to complete the load. according to Supervision of the Port of Rio Grande (SUPRG), at the moment of the hindrance, the ship was with 10.800 tons and would go to load, in the total, 13 a thousand tons. The Port administration goes to open inquiry to select the causes of the disruption of watches them. After the ending of the operation, the boat will not be able to leave the Port of Rio Grande, therefore she will be restrained for the Port administration until the necessary procedures to the inquiry are carried through. The directly involved commander of the ship, immediate and members of the crew with the knotting, will today start to be heard by the Captainship. As Dario lieutenant, you watch them will be periciadas for verification of the conservation state where if they found and also a finding of the Classificadora Society will be requested to the agent of the ship with evaluation of the hoof, to verify if it did not suffer damages.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be

1st U.S.-built assault ship arrives for Indian Navy

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

INS Jalashwa, a newly acquired amphibious assault ship from the United States, arrived at Visakhapatnam, a port city in southern India's Andhra Pradesh State, according to a government statement Thursday.

"This is the first ship to be transferred from the U.S. besides being the first landing Platform Dock to be acquired by the navy," according to the statement.

INS Jalashwa, the second largest ship in the Indian Navy, is equipped with a Landing Craft Mechanized (LCM-8) along with Sea King helicopters, radars and rapid firing guns to undertake amphibious operations, maritime surveillance and other operations.

The ship, unlike regular warships, has flight deck for helicopter operations and the deck can also be used to operate vertical take-off and landing aircraft such as the Sea Harrier. It is capable of embarking 1,000 troops and has extensive medical facilities.

With a length of about 175 meters and a beam of 32 meters, the ship is capable of doing speeds of 20 knots, according to the statement. It will now form part of the Eastern Fleet under the Eastern Naval Command.

US Navy ship docks in Maputo

For the first time in 30 years a United States naval vessel will dock in Mozambique, as part of an American defence forces' programme of promoting maritime protection. Fernando Angelo, a spokesperson at the United States embassy in Maputo, said on Thursday that the ship, the USS **Forrest Sherman**, would be in Mozambique between 17 and 21 September.

This was the first US navy ship to dock in Mozambique in more than 30 years. The **USS Paul** and **USS Mullinnix** visited the southern African nation in 1994. Angelo said the visit by the navy ship, with a crew of 315 - 38 officers and 277 recruits - was part of the US Navy programme of establishing strong partnerships with sub-Saharan African countries.

The navy had already docked in Djibouti, Tanzania, and the Comoros Islands and after Mozambique it would head for the South African coasts. Angelo said that during the week-long visit the US Marines would demonstrate to the Mozambican navy ways of controlling fires aboard ships, and drill them in first aid skills.

The marines would also participate in a blood donation campaign, which would benefit Mozambican health institutions.

Angelo said the forces would visit a local orphanage accommodating more than 400 children in Chiango locality in Boane, Maputo province.

Drug Problem

Two Canadian Navy sailors, serving at Canadian Forces Fleet School in Esquimalt, have been charged with drug trafficking.

Charged are Matthew Lee and Christopher Ellis. The Canadian Forces National Investigation Service charged the two under the Controlled Drugs and Substances Act.

"The military police take all allegations of drug abuse seriously and work with the CF chain of command to ensure a drug-free environment," said Lt. Col. William Garrick. Penalties for trafficking and possession of illegal drugs can range from a one-year sentence to a maximum of life imprisonment.

Indonesian ship still awaits repair work

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

An Indonesian navy sailing ship which ran aground on the south Queensland coast on its way to the APEC summit is still awaiting repairs in Brisbane. All but five of the crew members from the **KRI Arung Samudera** flew home last week, but their 35 metre schooner remains moored on the Brisbane River at the Bulimba naval barracks, in the city's east.

The three-masted vessel was scheduled to take part in a tall ships ceremony on Sydney Harbour for the beginning of the APEC leaders' summit on September 2. However, on August 23 a fierce storm forced the **Arung Samudera** onto a beach near Rainbow Bay, on Queensland's Sunshine Coast.

The New Zealand built schooner spent six days stranded on the sand before being salvaged in an operation assisted by the Australian Navy and towed to Brisbane, minus its broken rudder. A defence spokesman said the Indonesian government was still seeking quotes from private contractors for repairs to the vessel, which has a damaged keel and broken rudder. The schooner is likely to remain in Brisbane for several weeks.

Uruguay - The Forever Frigates

Uruguay is buying two elderly Joao Belo class frigates from Portugal for \$15 million. The 2,200 ton, 300 foot long ships were built in the late 1960s. They are armed with two 100mm guns and one four cell Exocet anti-ship missile launcher. There are also two 30mm guns and six torpedo tubes. The ships require a crew of 166 sailors. Top speed is 35 kilometers an hour. The Joao Belos are basically identical to the French Comandant Rivière class frigates, and were built in France. The French frigates were retired in the 1990s, and three were sold to Uruguay. For over a century, it's been common for elderly European (and U.S.) warships to get a second life in South American navies.

Marine rond noodhulp Nicaragua af

De marineschepen **Hr.Ms. Van Nes** en **Hr.Ms. Pelikaan** hebben de noodhulpoperatie aan het door een orkaan getroffen Nicaragua afgerond en keren terug richting de Nederlandse Antillen.



Hr Ms Van Nes keert terug uit Nicaragua in Willemstad

Foto : Kees Bustraan ©

Na het overbrengen van een laatste partij hulpgoederen aan het plaatsje Dakura, hebben de hulpteams van **Hr.Ms. Van Nes** de werkzaamheden afgerond. Zij zijn inmiddels weer terug aan boord, en de **Van Nes** is inmiddels terug gekeerd in Willemstad. Het ondersteuningsvaartuig **Hr.Ms. Pelikaan** bracht de resterende hulpgoederen naar de havenplaats Puerto Cabezas en volgde daarna in het kielzog van de **Van Nes**. In totaal hebben de schepen een kleine twintig ton hulpgoederen naar zeer moeilijk bereikbare dorpen en gemeenschappen getransporteerd. Daarnaast hebben hulpteams van de **Van Nes** op de wal de bevolking gesteund bij het ruimen van bomen en puin, het weer

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

opzetten van een kleine kliniek, het herstellen van drinkwatervoorziening en het coördineren van de hulpacties door de lokale autoriteiten. Ook hebben de marinemannen en –vrouwen voedsel, drinkwater en andere eerste levensbehoeften uitgedeeld.

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com



Above seen the launch of the Marine Management SCMT 4000 new build bitumen tanker **HAO XIANG 66** at August 13th 2007 in China

Photo : Reinier Meuleman ©

Aker Yards Signs Contract with Birka

Aker Yards Lifecycle Services and Birka Line have signed a contract for the refurbishment of the spa area on board the Birka Paradise. The contract is worth approximately \$2.7m. The refurbishment is scheduled for completion in January 2008. The scope of work onboard the cruise ship **Birka Paradise** includes the extension and refurbishment of the spa area (treatment rooms, saunas, showers and other spa facilities).

This is the fourth spa refurbishment contract won by Aker Yards in the last few years. The cruise ship will be drydocked at Turku Repair Yard. The **Birka Paradise** was delivered in 2004 from Aker Yards, Rauma.

S Korea Daewoo says wins \$740 mn ship orders

Daewoo Shipbuilding and Marine Engineering Co, the world's second-largest shipbuilder, has secured a combined \$740 million order to build a drill ship and a crude oil carrier.

The two vessel orders underlined booming oil exploration around the world, Daewoo said in a statement on Friday, as crude oil futures have set a series of recent records. The South Korean shipbuilder will deliver the drill ship for 580.9 billion won (\$623.8 million) to an unidentified shipping firm from the Oceania Continent, while the crude oil carrier will go to a Europe-based shipper by the end of 2010.

Shares in Daewoo Shipbuilding rose 1.3 per cent to 54,700 won by 0243 GMT, with the broader market up 1.12 per cent.

Severnaya Verf to Build Gas Vessels

Severnaya Verf intends to have begun the building of the vessels to transport liquefied natural gas by the year 2011. According to RBC quoting Andrey Fomichev, general director of the yard, the company plans to win Gasprom's order.

A.Fomichev said that the yard will have built 20 gas vessels by 2020.

He added that the shareholders of the yard have already found money to realize this project. At the same time he did not announce the investment volume. Earlier it was said United Industrial Corporation (the main shareholder of Severnaya Verf) plans to use the credit of VTB (about \$550 mn) for the expansion of production, including the project to build new types of ships.

According to A.Fomichev, the yard will build vessels of 216 thousand cub. m. capacity and 100 thousand tons deadweight.

Shipyard Fire

Two workers onboard a ship undergoing repairs in Singapore died while 301 others were evacuated Friday (14 Sept) following a fire, authorities and a shipyard operator said.

The workers were evacuated after thick smoke was detected from the ship, said Sembawang Shipyard Pt Ltd., a unit of oil rig builder SembCorp Marine Ltd., in a statement. Two of the workers, a Bangladeshi and an Indian national, were found in the ship and pronounced dead on arrival at a hospital, the statement said.

Police said investigations into the fire were ongoing and that a coroner's inquiry will be held. The Manpower Ministry also said it was looking into the incident and that work on the ship has been stopped.

Global Santa Fe orders US\$740m drillship

GlobalSantaFe Corp, the offshore oil and gas driller being acquired by Transocean Inc for US\$17 billion, ordered an ultra-deepwater drillship for US\$740 million to capitalise on increasing demand from producers. The drillship, to be built by Hyundai Heavy Industries LP, is expected to be delivered by September 2010, the Houston-based company said Tuesday in a statement. The drillship will be able to operate in water depths up to 10,000 feet, with a possible upgrade to 12,000 feet.

The market for deepwater drillships has increased with the price of oil as producers have pushed to meet global demand. GlobalSantaFe placed the order without a contract because of a 'high degree of confidence' in the ultra-deepwater market, chief executive officer Jon Marshall said in the statement.

'You always have to question a speculative investment like this,' said Mark Urness, an analyst at Calyon Securities USA Inc in New York, who rates GlobalSantaFe shares a 'buy' and doesn't own any. 'It sounds like GlobalSantaFe will be able to have a contract within a year.' The new drillship announced Tuesday brings the number of drillships under construction worldwide to 20, nine of which have no contract, according to Jud Bailey, an analyst at Jefferies & Co in Houston, who rates Transocean and GlobalSantaFe a 'buy' and doesn't own the shares.

Mr Bailey said GlobalSantaFe probably decided to build the rig to use available shipyard space now, rather than lose it and risk not being able to construct a new rig for delivery until 2011.

'They've been negotiating with oil companies, but negotiations can drag on and on,' he said, adding he thinks this rig will be marketed to BP Plc for work in the deepwater Gulf of Mexico.

Credit Suisse analyst Arun Jayaram said in a note Tuesday that GlobalSantaFe was likely 'engaged in a 'chicken or the egg' discussion with customers and needed to confirm a delivery spot before signing a contract'. Pride International Ltd, another US driller, said in July it would build a drillship without a contract for delivery in 2010, also citing limited shipyard availability.

The GlobalSantaFe drillship will have triple-activity load paths, a derrick rated for £4 million (\$12 million) and dual liquid-storage systems. Ultra-deepwater drillships currently fetch dayrates in excess of US\$500,000 in certain markets.

'It's the most expensive drillship I've ever heard of,' said Mr Urness. 'It sounds like this will be the largest and most capable drillship ever.' The drillship order will increase debt for the combined Transocean and GlobalSantaFe once the merger is complete. The deal is already expected to raise Transocean's debt-to-capital ratio from 29 to 65 per cent, according to a filing. Transocean has said the new company's US\$33 billion backlog will maintain its investment-grade credit rating.

Tuesday's announcement also means more work for manufacturers like National Oilwell Varco Inc and Cameron International Corp, which build rigs and their components, Mr Jayaram said.

Five tugs ordered from Southern African Shipyards

The long awaited contract to build a series of harbour tugs for Transnet National Ports Authority has been awarded, Ports & Ships can disclose. The R400 million contract to build five Voith Schneider propelled tugs of 70 and 60 ton bollard pull each was signed in July but made public yesterday by the shipbuilder, Southern African Shipyards.

Three tugs (hull numbers T306, T307 and T308) are earmarked for the new port of Ngqura in the Eastern Cape, for delivery between October 2009 and May 2010. A further two tugs (hull numbers T309 and T310) will go into service in Durban between September 2010 and November 2010.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2008

The tugs have been designed locally to a Southern African Shipyard design by the Durban firm of Peter Volschenk Naval Architect, which was also instrumental in the design of five earlier tugs for the National Ports Authority, hull numbers T301 – T305.



The **PALMIET** seen operating in the port of Cape Town

Photo : Piet Sinke ©

Each of the three tugs for Ngqura will be 31.8m long and have a bollard pull of 70 tons. The two tugs intended for Durban will generate a bollard strength of 60t but all will utilize the same Voith Schneider system of propulsion in line with five earlier tugs built at the same shipyard in recent years. Engines will be provided by the firm of M.A.N. for delivery in 2009.

Southern African Shipyards Chief Operating Officer Louis Gontier said that with the experience built up on previous orders and with the latest contract the shipyard was aiming at being appointed a preferred Voith tug builder.

The contract is worth R400 million and will involve the direct employment of some 250 skilled people plus another 350 in indirect employment. Gontier told Ports & Ships that the majority of vacant posts had already been filled, mostly with skilled workers who had worked at the shipyard previously and had rushed back to apply as soon as the word was out that more tugs were to be built.

In addition to job creation the contract is also a considerable fillip for the local steel industry, with about 1200 tonnes of specialized steel being used in the manufacture of the new vessels. Much of the electrical and instrumentation work will be provided locally as well by the firm of Siemens and other suppliers as will other aspects of the construction including shopfitting.

Turning to the question of security of tenure at the massive Bayhead shipyard, Prasheen Maharaj, Financial Director said that Southern African Shipyards had 'been given the word' from Transnet that they could expect five more years at the Bayhead site, assuming that the Bayhead container terminal construction receives approval, which would see them through the length of the contract. In the event of the Bayhead container terminal development the shipyard will relocate to another site within Durban harbour which has already been earmarked for its use.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

Gontier said the yard was close to securing contracts for a further two tugs for a European customer, similar to those to be built for Ngqura but slightly longer and wider. Recently the shipyard signed a contract to build 16 anchor handling craft for a South East Asian interest but was forced to relinquish the contract because of uncertainty at the time over the Bayhead development.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : mail@workships.nl
Website : www.workships.nl



The 2004 built yacht **RISING SUN** seen in the Rotterdam area

Photo : Alexander Meijers ©

The **Rising Sun** yacht, designed by the late Jon Bannenberg, and built by Germany's Lürssen, is currently owned by **Larry Ellison**, CEO of Oracle Corporation. The yacht is the 4th largest in the world with a length of almost 138 meters (453 ft); she is the largest yacht not owned by or for heads of state.

The **RISING SUN** is equipped with:

Four MTU 20V 8000 M90 diesel engines giving an output of 36,000 kW (50,000 hp)
Four propellers that enable her to reach a cruising speed of 28 knots

82 rooms on five stories with a total living area said to be in excess of 8,000 square meters
Onyx countertops
Jacuzzi bathrooms
A gymnasium
An extensive wine cellar
A private cinema with a giant plasma screen
3,300 m² of teak-layered deck space
A basketball court on the main deck (can be used as a helicopter pad if necessary)

India's Reliance Group to invest in dredging market

Indian news sources including The Economic Times of India say the Reliance Group is set to enter the shipbuilding and dredging markets with two separate companies.

Sources said the petroleum giant is expected to invest around US\$1 billion each in two companies and has begun talks with international majors for a strategic tie-up for the dredging business.

The US\$2 billion investment is over and above the US\$1.3 billion investment that the Group is making at Rewas Port, off Navi Mumbai.

The shipyard will be built at Rewas, where Reliance is setting up a mega-port and a special economic zone (SEZ). The company is also looking at a ship repair yard at Kakinada for servicing offshore/platform vessels and rigs.

The group will reportedly spend around US\$1 billion to build dredgers at its own shipyard and other yards. Plans are also afoot to set up a "mega dredging company," which will compete with international giants based in Europe.

Many Indian ports need to deepen their berths and approach channels in order to accommodate larger ships. This has increased demand for dredgers, but around 80 per cent of the world's dredging market is serviced by a handful of European majors, mostly from Holland and Belgium.

Sources said Reliance wanted to start building dredgers at the yard initially, and later expand the capacity to build other ocean-going vessels.

Other sources said Amma Lines, which is led by entrepreneur Meka Vijay Papa Rao, has already signed an agreement with the Dutch dredging major IHC Holland to bring their ship designs to India.

Titan's new yard able to hold largest ships

Quanzhou shipyard will have combined handling capacity of one million dwt

SINGAPORE'S position as the world's busiest port and ship-repair centre is under almost immediate threat from China which recently overtook Germany as the world's third largest economy.

When Singapore- owned, Hong Kong-listed Titan Petrochemicals completes its US\$330 million shipyard in Quanzhou in the Chinese province of Fujian, at the end of 2009, it will be able to accommodate the biggest vessels in service now.

While Singapore yards are capable of handling giant ships like the 397-metre Emma Maersk, none of our yards will be able to drydock the vessel, currently the world's largest container ship.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2008



The **EBBA MAERSK** seen moored in Bremerhaven – Photo : Pim Korver – FILM + VIDEO ©

But Titan Quanzhou Shipyard (TQS) is building a giant dry-dock measuring 420 metres by 68 metres, which will be able to take the **Emma Maersk** and most of the world's other largest vessels. Together with three other dry-docks, the yard will have a combined handling capacity of about one million dwt.

Built on a 110 hectare site, the fully-integrated yard is designed by the China State Shipbuilding Corporation in conjunction with industry experts from Japan - and Singapore.

Senior consultant to the shipyard is former Sembawang Engineering and Construction Group president Tan Mong Seng, who also advises the China Merchant Group on its facilities in Shenzhen.

Many of the China company's senior management, including general manager Chen Hai Yong, have had experience working in Singapore shipyards and intend to make their yard as efficient as those here. The mega-yard will be capable of repairing 250 vessels a year as cranes with a reach of 100m allow double banking of ships. With 3,000m of shoreline it can berth up to 25 vessels at a time.

The state-of-the-art facility combines shipbuilding, ship-repair and offshore engineering in an efficient and seamless manufacturing system. The ambitious company also plans to compete with Singapore in building offshore rigs, semisubmersibles and other offshore support vessels.

Mr Tan, who was hired by Titan in April, said: 'The shipyard is a world-class facility built with the international shipping industry in mind. With a plentiful supply of labour which is relatively cheap but highly skilled - they are trained by Chinese who have worked in Singapore's yards - we will be very competitive.'

Mr Tan pointed out that the yard is ideally located in the deep water port of Meizhou with a depth of 23m, and up to 35m at its approaches. 'It is one of the few deep-water ports in China able to accommodate vessels of over 300,000 dwt,' he said.

A spokesman said the yard, which directly faces the Straits of Taiwan, lies close to one of the main domestic and international shipping routes. 'The shipyard fills a gap created by the current shortage of large docking and repair facilities, especially for VLCCs (very large crude carriers), along China's southeast coastline,' he said.

The company points out that most VLCCs east-bound from the Middle East discharge their oil in northern China, Japan or Korea. Should these vessels be scheduled for dry-docking at shipyards in northern China after discharging their cargo, they would have to stay idle for several days outside the shipyard ports for tank cleaning.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2008

The shipyard was recently acquired by Titan Petrochemicals from its majority shareholder, Titan Oil Pte Ltd, which is headquartered in Singapore. The total price was US\$170 million, with US\$57 million in cash, and about US\$113 million worth of shares, US\$29 million of which is subject to a three-year earn-out arrangement, meaning certain earnings targets have to be met during that period.

Titan chief executive Barry Cheung is confident of meeting the targets as the yard has an order book for 22 vessels worth some US\$210 million from Titan Oil. Two have already been launched. Titan's is just one of several mega-yards in China. The country aims to become the world's largest shipbuilder - and with help from Singapore-trained personnel, also the world's busiest ship-repairer.

Currently China is the world's third-biggest shipbuilder, a ranking it has held for 12 years, as ship export volume surged 74 per cent to US\$8.11 billion. Two leading domestic shipbuilders, Dalian Shipbuilding Industry Co Ltd and Shanghai Waigaoqiao Shipbuilding Co Ltd, became world top-10 shipbuilders, a list that previously held only Japanese and South Korean companies.

Chinese shipbuilders produced 14.52 million deadweight tons last year, nearly 20 per cent of the world's total, compared to only 6 per cent of the global market in 2000.

Their profitability has also improved. Total industry profits doubled last year to reach a record high of 9.6 billion yuan (\$2 billion), more than the combined profits of the previous five years, according to figures from the Commission of Science Technology and Industry for National Defence, the government agency in charge of the shipbuilding industry.

TBS Expands Fleet

TBS International Limited entered into an agreement to acquire the M.V. **Gebe Oldendorff**, to be renamed the M.V. **Oneida Princess**, a 1998 built, 23,510 dwt handysize bulk carrier. TBS agreed to acquire the vessel charter free for \$32m with expected delivery in January 2008. Following this acquisition as well as the previously announced acquisitions of three other vessels, TBS' fleet will comprise 37 vessels in total, with an aggregate of 1,102,524 dwt, including 20 multipurpose tweendeckers and a combination of 17 handysize and handymax bulk carriers. "We are very pleased to announce the acquisition of the M.V. Oneida Princess which expands our bulk carrier fleet to 17 handysize and handymax bulk carriers and our overall fleet to 37 vessels," said Joseph E. Royce, Chairman, Chief Executive Officer and President. "Between now and the end of January 2008, based on the acquisitions we have already announced, we expect to take delivery of four bulk carriers, with an aggregate of 112,564 deadweight tons: the M.V. Yakima Princess, a handymax vessel, the M.V. Arapaho Belle, the M.V. Savannah Belle, and the M.V. Oneida Princess, three handysize vessels. These additions to our fleet take place in a period of robust customer demand and strong freight rates and will enable us to better serve our expanding customer base and the increasing volume of cargoes we transport. Given the growth of our business, we intend to continue looking for suitable acquisitions of additional vessels in the second-hand market. "I would like to remind you that we also have on order with Chinese shipyards six 34,000 dwt multipurpose vessels, with retractable tweendecks, specifically designed by TBS to serve our needs. Two of these vessels are scheduled for delivery in 2009 and the remaining four in 2010."

Cunard's Queen Victoria to enter service from December

The latest 'Queen' in the Cunard fleet is to enter service from Southampton on 11 December 2007, Cunard has announced.



Photo : Mark Rowden ©

That's the date when the 90,000-gt liner **QUEEN VICTORIA** sets off on her maiden voyage, having spent four days in the south of England port during which over 7,000 guests from around the world will visit the ship.

On the day previous to her maiden voyage, and in the company of about 2,000 invited guests, the Prince of Wales and Duchess of Cornwall will attend a ceremony in which Her Royal Highness the Duchess of Cornwall will perform the naming of the ship.

This remains in keeping with a tradition that each of the Cunard 'Queens' has been named by a member of the British Royal Family. It will also mark the first time in Cunard's 168 year history that the line has three 'Queens' in service at the same time.

CCNI'S NEW CHINA-INDIA SERVICE

CHILEAN shipping lines CCNI has launched its North China - Chennai Service (NCCS) between China and India (Chennai). NCCS will operate between China and India ports with intermediate calls at Singapore and Port Kelang, connecting through transshipments the services CEX and NAX, between Asia and the west coast of South America, west coast of Central America and Mexico.

According to a statement the new service will extend CCNI coverage within this important commercial area with calls at new ports and an operation which will allow excellent transit times. Four 1,750 TEU vessels will carry dry and reefer

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

cargo on the following rotation: Qingdao – Lianyungang – Shanghai – Singapore – Port Kelang – Chennai – Port Kelang – Singapore – Hong Kong – Qingdao.

AKER DELIVERS COLOR MAGIC



Aker Yards delivered on 6 September 2007 for Color Line a sister vessel to MS **Color Fantasy**, the world's largest cruise ship with car deck that was delivered in December 2004. New vessel MS **Color Magic** will service the Oslo - Kiel route. **Color Magic** is Color Line's second cruise ship with a car deck, and has a wide variety of entertainment and conference areas. MS **Color Magic** was built partly at the yard in Turku, and

partly at the yard in Rauma.



Hawaii islands ferry returns to sea

Service resumes Sept 26 between Oahu, Kauai, with coast guard escort

A ferry service grounded for nearly a month because of heated protests and legal challenges over its potential impact on the environment will resume service between the Hawaiian islands of Oahu and Kauai this month with heightened security, the state's governor said.

Governor Linda Lingle, a supporter of the **Hawaii Superferry**, said that the vessel will resume service on Sept 26 on a temporary daytime schedule, arriving at Nawiliwili Harbor. The daytime hours are being used to better ensure public safety, but it may inconvenience cruise ships.

The harbour will be heavily secured by Kauai County police and state officers, while the US Coast Guard will escort the 350-foot (107 m) catamaran. The governor said that the plan also calls for 'swift and sure prosecution of anyone who violates the law', whether federal or local.

'It's not our desire to arrest anyone. ... But it is Superferry's legal right to use Nawiliwili Harbor,' she said on Wednesday. The Superferry, operating Hawaii's first vehicle-passenger service, voluntarily suspended its Oahu-Kauai service on Aug 28 after two days of hostile protests at Nawiliwili Harbor, where dozens of protesters on surfboards, canoes and kayaks blocked the US\$95 million ferry.

'We will not allow a small group of protesters to act out in a lawless manner to obstruct the operations of a legitimate business, intimidate the people who wish to use its services or put people's lives at risk,' Ms Lingle said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

Service to Maui, meanwhile, has been suspended by court order as a state judge determines if the ferry will be allowed to operate while an environmental assessment is being conducted for Kahului Harbor. Environmental groups argue the Superferry should conduct an environmental review since it received US\$40 million in state funding.

Inter-island travel has long been difficult and expensive in Hawaii, which has no underwater tunnels, no inter-island bridges, and no regular ferry service. For decades, the only way to travel among the islands - where an estimated 1.3 million people live and tens of thousands of tourists arrive each day - was by the local airlines.

PRISCO Gets New Tanker and Orders More

14 September in the South Korean port of Ulsan Hyundai Heavy Industries delivered the new "**Prisco Alkor**" tanker built for PRISCO. According to PRISCO's press-service, the tanker was specially designed to work in the Baltics in the Primorsk port. The vessel's deadweight is 166 th.t.

After the tanker's delivery PRISCO and Hyundai Heavy Industries' management signed a contract for the construction of 2 similar vessels, which will be delivered in 2010.

LUKoil Delayed Sale of 2 Tankers

LUKoil will sell 2 tankers for \$75 mn in March 2008, reports Oil of Russia quoting the materials of the company.

Earlier it was said that the company planned to have closed the deal before July 2007.

It should be pointed out that the company decided to sell 10 arctic tankers ("**Saint-Petersburg**", "**Maikop**", "**Murmansk**", "**Volgograd**", "**Perm**", "**Astrakhan**", "**Magas**", "**Kaliningrad**", "**Saratov**", "**Usinsk**") in December 2005. In May 2006 8 tankers were sold to Palmali Shipping for \$190 mn.

China's Largest Container Ship Delivered



In the afternoon 8th September, the Naming Ceremony of 8500TEU "**Xin Ya Zhou**" was held in Hudong-Zhonghua shipbuilding yard. In the morning 9th September, "**Xin Ya Zhou**" meaning "**New Asia**", was delivered officially and deployed into ACC service (Far East/West Coast of United State) of CSCL.

"**Xin Ya Zhou**" is the first of five post-panamax vessels Hudong-Zhonghua Shipbuilding (Group) Co., Ltd built for CSCL and the largest container ship with flag of PRC designed and built by China.

"**Xin Ya Zhou**" is 334m long, with 320m between perpendiculars, 42.8m breadth molded, 24.8 depth molded, 13m designed draft, 14.65m structured draft and 101,000ton deadweight. The model of major engine

is MAN B&W12K98MC-C and the speed of the ship is 27 kts.

MV Edinburgh finally departs after being delayed twice

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

The MV **Edinburgh** finally departed Cape Town on Monday the 20th August after being prevented from sailing on the 14th and 18th August, due to mechanical problems.

The **MV Edinburgh** finally departed Cape Town on Monday the 20th August after being prevented from sailing on the 14th and 18th August, due to mechanical problems. This was not the only problem, bad weather and the Chief Engineer decision not to drive the vessel, in case of damaging the newly installed engine parts (at times only doing 5-7 knots), made the trip to Tristan last nine days instead of the usual seven.

Arriving at Tristan later meant that the vessel just missed good weather and had to head for Inaccessible for shelter for the night. The following day the weather had moderated and allowed the passengers to disembark late in the afternoon. The following day there was a short opening in the weather and the islanders managed to get some of the cargo off the vessel, but not all. The vessel then departed for fishing at Inaccessible island until the weather became suitable, this only happen on the 3rd September when the vessel completed the unloading of cargo and continued her fishing trip.

The **Edinburgh** will be departing for Cape Town again around the 18th October.

ALPHACAM

Alphatron Marine B.V introduceert deze maand de nieuwe serie roestvrijstalen camera's. Deze kleuren camera's zijn in een gepolijste versie leverbaar in drie basisuitvoeringen.

De vaste lens "Eclips" camera, is voorzien van een vaste lens die in diverse lenshoeken leverbaar is. Een aantal van de lenshoeken wordt standaard geleverd met infrarood leds. Elke uitvoering heeft een schakelfunctie die de camera omschakelt naar zwart/wit. Dit gebeurt als de camera onder een bepaalde lichtsterkte niveau komt. Dit geeft tijdens het gebruik in het donker het voordeel van infrarood.

De zoom "Heavy Duty" camera, heeft naast een zeer groot zoombereik ook de schakelfunctie naar zwart/wit. Deze camera is echter niet voorzien van infrarood leds in verband met het grote bereik van de zoomfunctie. Ook de zoom camera heeft een gepolijste roestvrijstalen behuizing.

De Dome "Turret" camera's, zijn ook voorzien van een roestvrijstalen behuizing en deze worden in twee uitvoeringen geleverd, vaste lens en zoom lens. De twee uitvoeringen hebben dezelfde eigenschappen als de overige camera's met als extra programmeerbare presets, 360 graden horizontaal draaibaar (pan en tilt functie) en 90 graden verticaal naar beneden. De eerste exemplaren worden geplaatst op het **MS Alexandra**.

De gehele camera lijn bestaat naast de camera's ook uit diverse uitvoeringen van monitoren, TFT schermen en bedieningen.

Rising volumes, yields lift Viking

Viking Line, the Finnish cruise ferry company, enjoyed a significant increase in net profit in eight months to 31 July, thanks to both higher volumes and better yields. Net profit reached €16.8M (\$23.3M) compared with €10.8M in the same period last year. Passenger volume rose by 4.6% to 4.3M and the number of freight vehicles increased by 5.6% to 68,000 units. The company's market share increased on all three of its key services. Yields – the combination of passenger spending on board plus ticket prices – rose by 5.0% in the review period from that a year earlier. Lower bunker costs helped to increase profit. The company generates most of its profit in the third quarter of its financial year and given the fact that profit increased so significantly in the crucial period this year, the full-year result will be significantly higher than the €18.3M net profit of the 2005/06 financial year.

MOVEMENTS



The **FAIRMOUNT SUMMIT**
Photo : Jan Oosterboer ©

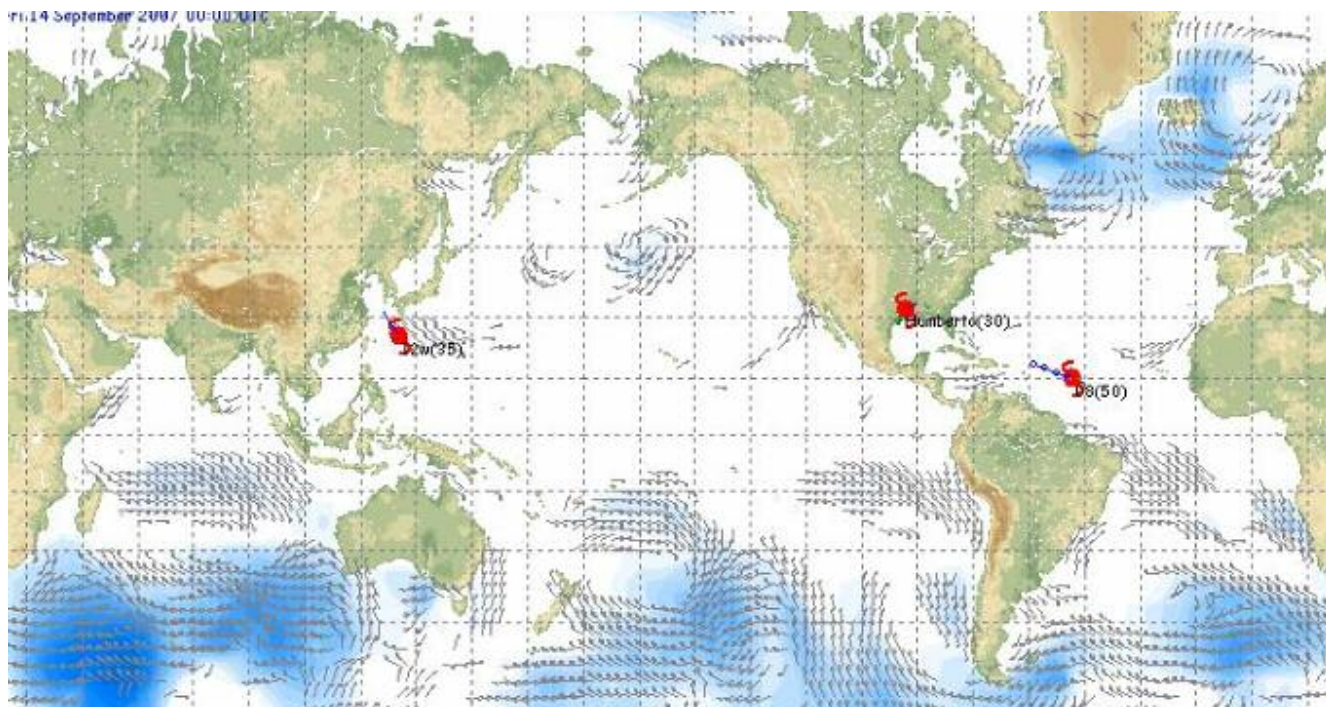
MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208



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 replica of Sir Francis Drake's **GOLDEN HIND** seen in the port of Brixham

Sir Francis Drake was always dreaming that he would sail, and he did. Drake was an Englishman who hoped to explore possibilities of trade and colonial settlement in the Pacific Ocean and to find the western outlet of the Northwest Passage. He wanted to find an undiscovered continent that was thought to lie in the Pacific. Drake became a ship's captain in 1567, and he led several trading voyages from England to the Caribbean Sea and Gulf of Mexico.

In 1577, Queen Elizabeth I chose him to lead a secret expedition to the Pacific coast of North America.

He started his voyage on December 13, 1577. He and more than 160 men sailed from Plymouth on five ships, including Drake's flagship, the **Golden Hind**.

After leaving Sao Tiago in the Cape Verde Islands, Drake's expedition met two Portuguese ships. He captured one of the vessels and gave its command to a friend, Thomas Doughty. The ships then sailed south along the Atlantic coast of South America and ran into violent storms. They stopped at San Julian.

Before leaving San Julian, Drake destroyed the supply ships and the ships that he had picked up (the Portuguese ships) because they were in bad condition.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 208

The remaining three ships sailed through the Strait of Magellan. Shortly after that some more violent storms wrecked the **Marigold** and blew the **Elizabeth** off course forcing it to return to England. The storms also blew the **Golden Hind**, which he was sailing on, way to the south. Drake then headed north along the Pacific coast of South America. He captured a Spanish ship the **Cacafuego** and stole its cargo of gold, silver, and jewels.

Loaded with treasure, the **Golden Hind** sailed north along the Pacific coast of North America. Drake then turned south and repaired his ship where what is now called San Fransico and named the new area New Albion. He claimed the land for England.

Drake had planned to return to England through the Strait of Magellan, not to sail around the world. But he feared an attack from the Spanish if he sailed south again. So he decided to sail home by the Pacific and Indian oceans.

Drake stopped many times for supplies. After crossing the Indian ocean he sailed around the Cape of Good Hope. Drake reached Plymouth on September 26, 1580. He had been out at sea for almost three years and the voyage made him a national hero and he is still today.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.