

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 248



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**On a misty morning the tug SALVAGE CHAMPION arrived with the loaded SAINTY No 5 from Shanghai (China) in Rotterdam, besides several inland water cargo ship, also onboard were 2 seagoing/coastal vessel of the FILIA ANTJE type.**

**Photo : Frans Sanderse ©**

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## EVENTS, INCIDENTS & OPERATIONS



Monday afternoon 1645hrs the Chinese heavy load carrier **ZHEN HUA 17** entered Grand Harbour loaded with a gantry crane that was loaded from Le Havre, France for her new users - VALLETTA GATEWAY TERMINALS @ Laboratory Wharf. The Chinese ship was piloted by Pilot Anthony S. Chetcuti assisted by local tugs **LIENI** with Cpt. Raymond Azzopardi at the helm & **SEA SALVOR** with Cpt. Emmanuel Borg at the helm.

**Photo : Lawrence Dalli - Malta Ship Photos ©**

## Six missing after ex-Danish coaster capsized – two found dead

The Slovakia registered coaster **Omer N** capsized late Sunday afternoon south of the Danish island Lolland. The cause is unknown and weather conditions were fairly good. Three of 11 crew members were rescued by the Russian cargo vessel Sormovskiy 50. A Danish helicopter found the body of the Chief Engineer. A female crew member was found dead on the wreck. The remaining six are missing. The vessel had left Gdynia reportedly with a cargo of ammonium nitrate. The 2,175-DWT **Omer N** is owned by Turkish San-Mar Shipping. The vessel was built in 1984 by Nordsøværftet i Ringkøping as Seamaid, flying the Danish flag. Transferred by its owner Erria to its Vietnamese joint-venture Sea Saigon Shipping, the vessel was renamed Can Gio. The vessel was sold to its current owners earlier this year. The rescue operation was carried out under severe conditions. The vessel is lying on its port side with the superstructure under water. Two divers that were searching after survivors in possible air pockets was caught in the debris and had to be cut free. At lunch time on Monday, the authorities were convinced that the whole superstructure was water filled and the divers were discontinued.

## Weinig hoop voor vermiste zeelieden Rostock

Reddingsdiensten in de Fehmarnbelt, tussen Denemarken en Duitsland, gaan ervan uit dat alle vermiste bemanningsleden van een Slowaaks vrachtschip zijn verdronken. In het ruim van het gekapseisde schip is het lichaam van het enige vrouwelijke bemanningslid gevonden; een ander werd onderkoeld uit zee gehaald en is overleden. Zes andere opvarenden worden nog vermist. Er is een kleine kans dat ze in een luchtbel in de romp van het schip nog in leven zijn. De drie overlevenden die gisteravond werden gered, nemen aan dat de zes in hun hutten waren en daar zijn verdronken. Het scheepsongeluk gebeurde zondag, tussen het Deense eiland Falster en het Duitse Rostock. De oorzaak is onduidelijk.



## New inshore lifeboat for resort



A Cornish resort has taken delivery of a state-of-the-art inshore lifeboat. The Atlantic 85 lifeboat will be based at Newquay and replace the town's 11-year-old inshore boat, **Phyllis**.

The replacement has been named **Gladys Mildred** in honour of Gladys Mildred Hay from Saltash who left a bequest for a boat in her will. The old lifeboat rescued 340 people and helped save 14 lives.

Gareth Horner, RNLI Lifeboat Operations Manager at Newquay says:

The new Atlantic 85 will ensure Newquay is covered by the very latest design of inshore lifeboat:

The Atlantic 85 is the third generation Rigid Inflatable Boat (RIB) and has been developed from the Atlantic 21 and 75. The first Atlantic 85's were put into service in 2005, but this is the



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first one to be based in Cornwall and we are delighted to be receiving her. 'Newquay's volunteer crew members will benefit from the ability to carry a fourth crew member and offer a faster response time, 35 knots compared to 32 knots on the Atlantic 75. The new **£125,000 lifeboat Atlantic 85** also has radar capabilities and more room for casualties.'



The 90 tons BP Russian salvage tug **SB-408** seen departing from Gul Basin in Singapore without the TSAVLIRIS funnel markings.

Photo : Richard van der Werf ©

## Ferry officer left sailors to die, court told

A ferry officer ignored evidence his ship had swamped or sunk a yacht and carried on his voyage leaving three sailors to die slowly in the water, a court heard today. Officer of the watch Michael Hubble, 62, "chose to ignore" that the 37,500-ton **Pride of Bilbao** ferry had come very close to the 25ft **Ouzo** in August last year off the Isle of Wight and he did nothing to raise the alarm, Winchester Crown Court was told.

His lack of action led to the deaths of James Meaby, 36, Jason Downer, 35, and Rupert Saunders, 36, the jury was told, because they would have survived if he had done what he should and called the captain.

Michael Hubble: ignored evidence his ship had swamped or sunk a yacht and carried on his voyage leaving three sailors to die slowly in the water Christopher Parker QC, prosecuting, said the Ouzo disappeared without a trace and that Mr Meaby survived for at least 12 hours in the water before he died from hypothermia and drowning.

Mr Saunders and Mr Downer survived for at least three hours before they died from either hypothermia and/or drowning. Hubble, of Wine House Lane, Capel-le-Ferne, Folkestone, Kent, denies the manslaughter of the three men through gross negligence and three counts of engaging in conduct as a seaman that was likely to cause death or serious injury to the men.

He told police that he saw a yacht pass close in the early hours of August 21 but he spotted its lights astern as the ferry passed and he did not think there was a problem.

James Meaby, 36, Jason Downer, 35, and Rupert Saunders, 36: all died from hypothermia and/or drowning

Mr Parker said the three men, who were school and university friends, left Bembridge on the Isle of Wight on the evening tide of August 20 en route to Devon to take part in the Dartmouth regatta.

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Experienced sailor Mr Saunders from Tooting, south London, was the owner and skipper of the **Ouzo**, which was 24 years old but well maintained and equipped. Mr Meaby, also from Tooting, and Mr Downer, from Kent, were also experienced.

All three men were found dead with their lifejackets on and inflated and Mr Parker said Mr Saunders insisted they were worn at all times. About four hours after the **Ouzo** set sail, the jury heard, the P&O-run **Pride of Bilbao** left Portsmouth en route for northern Spain with Hubble as officer of the watch.

Mr Parker said that the much-faster, 177m-long ferry soon came into the vicinity of the **Ouzo** south of the Isle of Wight. Hubble was on the ferry's bridge and had 40 years' experience, Mr Parker told the court. Also on the bridge was the lookout David Smith. Mr Parker said the **Ouzo** did not show up on the ferry's radar. He said Mr Smith saw the lights of a vessel very close off the starboard bow at 1.07am on August 21, according to the ship's Voyage Data Recorder.

Hubble made a manoeuvre, first to port, and then back to starboard to avoid the yacht, Mr Parker said. The prosecutor said the yacht, which he alleged was the **Ouzo**, was either overwhelmed by the ferry's wave as it passed or it collided with her.

"Unfortunately, the **Ouzo** was sunk. No trace of her, not one scrap, was found," Mr Parker said. "The defendant said he saw a light at the stern. He concluded the yacht had come to no harm, Mr Parker said.

"But we say he had no proper business at all to reach such a conclusion. He must have known the serious risk to the lives of anyone onboard this yacht. "He carried on to Bilbao. He told no-one. Importantly, we say, he took no action to ascertain that the crew of the yacht was safe as a result of that collision or very near miss.

"They (the crew) were left swimming in the sea in the wake of the ferry as it sailed on. "If Michael Hubble had done what we say he should have done there would have been a rescue operation and these three men would have survived." Mr Parker said Hubble knew there had been a "close quarters emergency situation" but he alleged that the officer "turned a blind eye" and "crossed his fingers" hoping everything would be all right.

Mr Parker said that Hubble should have immediately informed the captain of the ship. He should have immediately fixed the position of the ferry and last contact with the yacht. He told the jury that Hubble should have tried to establish contact with the yacht to check the crew was all right.

He said that informing the captain would have stopped the ferry and launched a search. Buoys would have been set and a boat launched. He told the court that there were "enormous resources" available to find anyone lost at sea.

He said there was the RNLI, the coastguard, helicopters, RAF aircraft, the Royal Navy and other vessels close by but he alleged Hubble did nothing. "He (Hubble) was an experienced man," he told the jury. "He was well aware of his responsibilities but he chose to ignore them for no good reason at all."

Mr Parker told the court that on the way back from Spain on August 22, there was a radio message to the **Pride of Bilbao** informing ships of the discovery of Mr Meaby's body 10 miles south of Nab Tower off the Isle of Wight.

"That message was received, recorded and logged by this defendant. Even then he failed to tell anybody what had happened." The next day the bodies of Mr Saunders and Mr Downer were also found off the island and the Marine Accident Investigation Board started an investigation.

Hubble was interviewed by them and the Voyage Data Recorder from the ferry, showing the near-miss, was examined. Hubble was then arrested and interviewed by police. Mr Parker said the officer accepted he had been involved in a near-miss with a yacht. He said it was a common encounter and told detectives the emergency had been resolved satisfactorily and he had seen the light of the yacht to the stern of the ship.

He did not accept that the yacht involved was the **Ouzo** and Mr Parker told the jury this was an issue in the case.

**Source : DailyMail**

## Zo'n klap als de Tor Flandria gaf? Dat nóóit meer

door Raymond de Frel

Achteloos bollen talloze automobilisten elke dag over de noordbrug op het sluisencomplex in Terneuzen. Ze staan er geen moment meer bij stil dat deze brug eigenlijk kapot is. Maar dat besef komt vanaf 31 januari 2008 ongetwijfeld vanzelf weer terug.

Vanaf die dag is het dertien weken lang met regelmaat weer wachten geblazen om het sluisencomplex over te steken. Bruggenbouwer Hollandia start dan met de voorbereidingen op de sloop van de oude brug en aanleg van een nieuwe basculebrug.

In een loods in Krimpen aan de IJssel wordt nog volop gewerkt aan de noordbrug. Medewerkers van Rijkswaterstaat gingen gisteren een kijkje nemen bij het bouwwerk, dat vanaf mei in Terneuzen dienst moet doen. Het kelderdek is af, de bovenliggers liggen klaar en ook de brug zelf is al als zodanig herkenbaar. In januari worden alle onderdelen veelal via het water naar Terneuzen getransporteerd. Waar Vlaanderen en Nederland eerst steggelden over zogenoemde rolbruggen, werd uiteindelijk toch weer gekozen voor basculebruggen voor de zeesluis. "Dat scheelt 22 miljoen euro. Bovendien zou bij het plaatsen van rolbruggen sprake zijn geweest van een veel langere stremming voor het verkeer", zegt projectleider Sjoerd van der Linden van Rijkswaterstaat. "We bekijken overigens nog hoe we beter dan vorig jaar kunnen aangeven wanneer tijdens de werkzaamheden de andere brug openstaat. Dat doen we in elk geval met behulp van borden bij de Westerscheldetunnel en de brug van Sluiskil. En we bestuderen of we nog iets kunnen bewerkstelligen met het openbaar vervoer. Denk bijvoorbeeld aan vervoersbewijzen tegen gereduceerd tarief. Zo halen we misschien toch weer wat auto's van de weg, waardoor de files minder worden."

Ten opzichte van de huidige brug is de draaihoek twee meter naar achter geplaatst. Dat betekent dat er op twintig meter hoogte vier meter meer vaarruimte is voor schepen. "De kans op aanvaringen is daardoor heel klein geworden", weten Van der Linden en projectleider Mark Bouman van Hollandia.

Want zo'n klap als het ro-schip **Tor Flandria** eind februari 2006 uitdeelde aan de noordbrug... dat alsjeblieft nooit meer. Vlaanderen en Nederland trekken samen elf miljoen euro uit om zowel de noord- als de zuidoversteek te vervangen. "De noordbrug is in totaal drie keer aangevaren, omdat-ie niet helemaal naar achter kon. Met de nieuwe bruggen wordt dat voorkomen", aldus directeur Water en Scheepvaart Hans van der Togt van Rijkswaterstaat Zeeland. Vlaanderen draagt zo'n 5,5 miljoen euro bij. Van der Linden: "De Belgen hebben natuurlijk vooral voordeel bij een bredere doorvaarbreedte. Daarnaast krijgen we ook nog verzekeringsgeld. Dat gaat om een aanzienlijk bedrag. Die zaak loopt nog steeds. Tor Line is een grote rederij, die elke dag wel een keer Terneuzen aandoet. Dat komt echt wel goed."

De nieuwe brug is met 17,8 meter iets smaller dan de huidige. Het verschil zit 'm in een wat smaller fietspad. Ook wordt er een stalen kelderdek geplaatst. Nu is het dek nog van beton. "Staal is goedkoper en sneller aan te brengen dan beton. Dat moet immers nog drogen. Met als gevolg weer een langere stremming", zegt Van der Linden. Ook op de bovenliggers van de brug is beknibbeld. Bouman: "Dat zijn nu nog vierkante buizen, maar de nieuwe brug heeft een ronde variant. Met die nuanceverschillen konden we binnen het budget blijven." Hollandia neemt ook de bouw van de zuidbrug op zich. Die wordt volgens de planning volgend jaar op 1 december opgeleverd. Hollandia en Rijkswaterstaat denken dat het inhangen van de zuidbrug met tien weken gepiept kan zijn. Vanaf 1 september 2008 is het verkeer daarom opnieuw aangewezen op één brug. **Source : BNDeStem**

## Wreck survivor says 56 Africa migrants died at sea

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Fifty-six Africans trying to reach Spain by boat drowned, starved or killed themselves in despair because their spare fuel supplies had been replaced by water, the sole survivor told the newspaper El Pais.

A Spanish fishing boat found Senegalese skipper Leidi Fall barely alive in the half-sunken vessel south of the Cape Verde islands last Wednesday -- 21 days after he set sail.

Some of his passengers were rolled overboard by others as they slept, others committed suicide and some died in their sleep, he told the paper. The 29-year-old was too weak to throw overboard the bloated corpses of the last seven passengers that were found with him.

His story is the latest in a series of tragedies that are thought to kill thousands of illegal migrants every year as they try to get to the Spanish Canary Islands, a European outpost, in rickety boats from the west coast of Africa.

Speaking from his hospital bed in Dakar, Fall told El Pais that the open-topped boat set off from Mauritania on October 3 with water, rice and what he believed was 200 litres of fuel.

"On the fourth day of the journey the first can of fuel was finished. It was then we realised that we had been tricked," and that the other cans held only water, he said.

Fall, who was made captain because he had made the same voyage last October only to be repatriated by Spain, said that at that point they were 157 km (100 miles) from the Canaries according to the boat's GPS guidance system.

"People started to shout, others prayed and many cried as if they were small children," he said. Those packed onto the boat included 28 Guineans, 20 Malians and 3 Senegalese, he added.

When the food ran out, passengers started fighting: "Some took advantage when others were sleeping to throw them over the side while the others did nothing to help them."

As the boat drifted south, away from their destination, Fall and fellow passengers had to throw dozens of bodies overboard. "Those of us that remained said a little prayer before throwing them over the side," he told El Pais.

At least 10 passengers, mostly Malians, committed suicide by throwing themselves into the sea. "The others went to sleep little by little, and never woke up again."

Without fuel the boat drifted 2,000 km south of the Canaries and 1,000 km from its starting point at Nouadhibou, Mauritania, before it was found.

Senegalese police have opened an investigation to see if Fall had any responsibility for the deaths, the newspaper said.

Source : [africa.reuters](http://africa.reuters)

## Amarcon exhibits on the Europort Maritime 2007 Event in Rotterdam.



AMARCON AT EUROPORT MARITIME 2007,

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After the successful installation onboard the White Shark, Kingfish, Marlin and Swordfish, CMA CGM also equipped the Orca, Dolphin, Blue Whale and Tarpon with **OCTOPUS**. The setup comprises weather forecast, motion monitoring and



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forecast. Of course we will promote our widely used **OCTOPUS** Onboard system, the system based on a unique combination of ship, weather and navigation data that obtains a consistent picture of the ship's performance.

Besides this, we will present a preview of the new **OCTOPUS Office 6** software. **OCTOPUS Office 6** has an intuitive and very user-friendly interface. It does not only provide the best technical solutions in ship hydrodynamics, but also improves the efficiency of the engineers significantly. The new OCTOPUS Office 6 is to be released at the end of 2007.

**Visit AMARCON at booth 832 and learn all about the OCTOPUS monitoring & route systems!**



Harms latest newbuilding, the **JANUS** arrived in Rotterdam – Photo : Huug Pieterse ©

## Hr. Ms. Van Nes biedt hulp aan schip in nood

In de nacht van zondag op maandag 29 oktober heeft het marinefregat **Hr. Ms. Van Nes** hulp geboden aan een Amerikaans zeiljacht, de **Seaquell**. Dit jacht van 110 voet lag al enige tijd met motorpech te drijven circa 25 mijl ten westen van St. Maarten.



Zondagnacht ontving **Hr. Ms. Van Nes** een spoedbericht van het Rescue and Coordination Centre (RCC) Fort de France op Martinique. Hierin werd vermeld dat er een zeiljacht zonder mast in een bepaalde positie in de buurt van St. Maarten rondreef. Nadat meer informatie bekend was over het jacht, bood **Hr. Ms. Van Nes** hulp aan. Allereerst werd geprobeerd om met behulp van technische specialisten de voortstuwing van het jacht werkende te krijgen. Helaas bleek dit mogelijk en daardoor werd besloten om de **Seaquell** naar St.

Maarten te slepen. In de ochtend van maandag 29 oktober werd het zeiljacht **Seaquell** overhandigd aan een sleepboot en afgeleverd in de haven van St. Maarten.



**Hr. Ms. Van Nes** is momenteel in het Caribisch gebied als stationsschip. Eén van de taken van het stationsschip is het uitvoeren van kustwachtoperaties. Onder de kustwachtoperaties vallen onder andere de dienstverlenende taken zoals het helpen van zeevarenden. **Source : Kustwacht NA&A**

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## MAERSK OSANA LOST SOME CONTAINERS



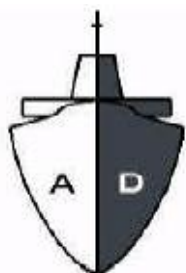
In the port of Rotterdam (Europoort) some containers fell of the **MAERSK OSANA** Tuesday and these containers landed on the inland water lighter **BEETHOVEN** as can be seen at the photo's, luckily nobody was injured.



## NAVY NEWS

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## US destroyer docks in Boston in advance of commissioning

1 of the U.S. Navy's newest guided missile destroyers has docked in Boston in advance of a commissioning ceremony on Saturday. The **U.S.S. Sampson** arrived at the Black Falcon terminal this afternoon.

The ship is named after Rear Admiral William Sampson who destroyed and captured a Spanish fleet in 1898.

The last vessel to be commissioned in Boston was the **U.S.S. Preble** in 2002. Military officials say the Sampson is equipped with the most advanced computerized combat defense system in the world.

The destroyer is 551 feet long, 66 feet at its widest and has a top speed of 30 knots. It was built in Bath, Maine and underwent sea trials in April. **Source : wpri.com**



The Brazilian Navy tug **R 21 TRITÃO** seen in Rio Grande  
**Photo : Marcelo Vieira ©**

## US navy ship heads to Africa to help boost maritime security

A US Navy ship will depart Spain on Tuesday for a seven-month deployment to central and west Africa designed to help nations around the oil-rich Gulf of Guinea beef up maritime security, officials said.

The amphibious ship **USS Fort McHenry** will provide training to officials on how to fight crime ranging from unlawful fishing to human and drug trafficking.

It will be joined later by another US Navy vessel as part of the Africa Partnership Station Initiative which also involves officials from Britain, France, Germany, Portugal and Spain as well as non-governmental organizations.

"We all realized that a stable and prosperous Africa is not just good for Africans, it is good for the rest of the world," US 6th Fleet Vice Admiral James A. Winnefeld told AFP. Plans include visits to Cameroon, Cape Verde, Gabon, Ghana, Liberia, Senegal and the tiny archipelago of Sao Tome and Principe while possible stops in several other African nations are also being explored.

"In some of these countries we expect to have up to 150 students per day," said British Royal Navy Commander Nigel May. Training will be provided in a broad range of areas, including logistics, search and rescue, maritime domain awareness and navigation. The plan is to involve more nations in the training in future deployments, which may be carried out on a civilian ship or a vessel belonging to the navy of another country.

"The Africa Partnership Station Initiative is designed to begin an enduring international effort to help our African partner nations become self-sufficient in maritime safety and security," said Vice Admiral Winnefeld.

"We don't have any illusions that we are going to solve this problem overnight."

The **USS Fort McHenry** will also distribute 75 tonnes of humanitarian assistance worth 350,000 US dollars (243,000 euros) during its current mission. **Source : [afp.google](#)**

## **Russian Govt Tows Admiral Gorshkov**

Russia's government is raising money to complete the upgrade of **Admiral Gorshkov** aircraft carrier that was ordered by India. Industry and Energy Minister Viktor Khristenko has proposed to Defense Minister Anatoly Serdyukov to cover a portion of costs by another export contract. Simultaneously, India has been notified of the need to reconsider the **Admiral Gorshkov** contract in view of increasing its value.

Industry and Energy Minister Viktor Khristenko has addressed Defense Minister Anatoly Serdyukov, seeking his help to sort out the problem of upgrading **Admiral Gorshkov** aircraft carrier. The delivery of the vessel has been put off by over three years, while the cost of the ship soared by \$380 million "less potential penalty," Khristenko told Serdyukov via a letter of August 22.

The contract is executed by Sevmash Production Association and it needs the government's support to fulfill the obligations. The state could back up the enterprise by contracting it to construct two diesel-electric submarines of Project 636 ordered by a foreign client. Then, Sevmash will be able to transfer some funds "to offset money shortage" generated when re-equipping Admiral Gorshkov, Khristenko said. According to the sources, the two submarines mentioned by the minister have been ordered by Venezuela.

India got the hull of **Admiral Gorshkov** (renamed to **Vikramaditya**) free of charge in 2004 on condition that the aircraft carrier would be upgraded at Sevmash. The contract budget is roughly \$1.5 billion. Of this amount, about \$700 million is to be spent for the vessel, while the remainder will go to buy 16 MiG -29KKUBs. Shelving the dates of Admiral Gorshkov's handover from 2008 to 2011 or 2012 is being currently negotiated.

In Military and Industrial Commission, they say Sevmash has promised to allocate roughly 2 billion rubles (\$89 million) from the submarine contract to complete the upgrade of Admiral Gorshkov. But this amount won't solve the matter. They need up to \$1 billion in addition and the talks with India are underway to step up the contract budget.

**Source : [kommersant](#)**

## **Canada - Big bucks and jobs at stake with navy's frigates contract**

Defence firms are lining up to bid on a \$1-billion contract for the navy's frigates, promising a boost in employment at their Ottawa facilities and on the East and West coasts if they win the deal.

The government will issue a request for proposals by the end of November for the project to install a new command and control system on the navy's 12 Halifax-class frigates.

MacDonald Dettwiler Canada of Richmond, B.C., as well as General Dynamics Canada and Lockheed Martin Canada, both of Ottawa, have been deemed by defence officials as qualified to work on the program. Jobs from the project are expected to be also created in Victoria, B.C. and Halifax, where the ships will be worked on.

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Steven Yankowich, head of the General Dynamics Canada team, said the firm's Ottawa and U.S. offices are partnering with Ottawa-based Thales Canada and Thales of the Netherlands. "Our intent is to leverage our Ottawa work force to the maximum extent possible and grow it as required to meet the requirements," he said.

Gary Feldman, Lockheed Martin's director of business development, said the firm has a number of partners already on board as part of its frigate project team but is looking for others. It has joined forces with xwave of Ottawa, IBM Canada, which has offices across the country, CAE Professional Services, Montreal, and Saab of Sweden.

Lee Carson, MacDonald Dettwiler's director of Canadian defence solutions, said the frigate program is large enough that work is expected to take place at locations across the country.

If MDA won the contract, work would be done in the company's Richmond, B.C. and Ottawa facilities as well as potentially Montreal, he said. Like the other consortiums bidding on the project, MDA would also have a work force in Victoria and Halifax.

"To do this job we will be hiring across the country," Carson said. At the same time the government moves ahead with upgrading the command and control systems on the frigates, it will spend another \$2 billion to further modernize the warships over the next decade.

That separate refit project includes work on new mechanical systems for the frigates, improvements to missiles and other weapons and changes to the ships so they can handle the new Cyclone choppers that will arrive in two years.

Shipyards in Victoria and Halifax have been selected as the locations where that refit will be done.

Those yards will work closely with the consortium that wins the contract to upgrade the vessel's command and control systems, military officials said.

The consortiums should know by late next year which of the three has won the command and control contract.

The first modernized ship will be delivered to the navy by 2011. The work on the frigates will continue until 2017 with each refit taking about 18 months.

The Halifax-class warships, built in Canada and commissioned in the early 1990s, are considered the backbone of the navy. **Source : [canada.com](http://canada.com)**

## UK Sub visits coincides with Sub rescue exercise

The UK Ministry of Defence, alongside Italian forces will be involved in a training exercise in the bay during the coming days involving parachute jumps into the bay.

The exercise is aimed at providing extra training for Submarine rescue divers and doctors from the British forces. During the exercise Italian submarine rescue teams will also be involved as part of a joint operation making use of the facilities provided by Gibraltar.

According to military sources the exercise was organized due to the closeness of the airport to the training area in which the divers will be parachuting into, making Gibraltar one of the best suited areas for such exercises to take place. Parachutist from the British Armed Forces will also be making use of the deployment to Gibraltar to continue with their specialist training. The exercise coincides with the arrival of **HMS Superb**, although the two are not believed to be linked.

As Gibfocus was due to go to press a spokesperson for the MoD said today: - "As part of a training exercise, members of the UK's Submarine Parachute Assistance Group will be parachuting into the Bay this week. Made up of Royal Navy



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doctors, medical assistants, and survival specialists, the Group's role is to provide assistance to survivors of possible submarine accidents."



**HMS SUPERB – Photo : William Sartori ©**

'Gibraltar is an ideal location for this kind of parachute training because of its weather and the proximity of RAF Gibraltar to the jump area,' said Lt Andy Sharp. 'We will be jumping from between 2000 and 2500 feet into an area about 1000 metres off the South Mole'.

"For this training exercise the Group will be joined by six Italians as the Italian Armed Forces are keen to add parachuting to their team's capabilities. There are also ten members of the Army's 16 Air Assault Brigade who are making the most of this opportunity to conduct parachute training." **Source : gibfocus.gi**



**The L 3007 RFA LYME BAY seen moored in Portland**  
**Photo : Piet Sinke ©**

## SHIPYARD NEWS

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## CORRECTION

In yesterday's newsletter a picture was used of the **TAKHEAVE 31** made by **Maarten C. Versluijs**, in the caption the wrong names were used, underneath the correct names can be found :



The barge **TAK 7** became **GIANT 11**  
The barge **TAK 8** became **GIANT 12**  
The **TAK 9** became **GIANT 21** and later renamed in **TAKHEAVE 31**  
The **TAK 10** became **GIANT 22** and later renamed in **TAKHEAVE 32**

Source : Adri Lokker

## TS Line launches second China-Persian Gulf service

TS Line has announced it would launch its second China-Persian Gulf service (CME) to commence from mid-November.

The company will deploy five ships in the 1,300- to 1,700-TEU range on the new service in the early stages and later replace them with five new 2,546-TEU vessels as they are delivered from January to March, a company statement said.

In the 35-day port rotation, CME ships will go to Qingdao, Shanghai, Ningbo, Hong Kong, Shekou, Port Kelang, Jebel Ali, Bandar Abbas, Port Kelang, Hong Kong and Qingdao. TS Line, with 23 vessels ranging from 1,000- to 3,100 TEU on 24 services covering 20 countries, has developed rapidly in recent years with its ranking among global container shipping carriers rising to 33rd. To co-ordinate with the launch of the Middle East services, TS Line also plans to add 6,000 TEU and more than 300 reefer slots.

TS Line expected its box volume would reach 1.06 million TEU this year, an increase of 38 per cent over 2006 year on year. **Source : Asian Shipper**



Van Oord's dredger **Volvox Asia** and offshore support vessel **Jan Steen** alongside at STM yard Singapore.

**Photo : Pieter Kremer ©**

## Senator Lines to join new China North Express (CNX) service



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SENATOR LINES says it will join the new China North Express CNX service that Hanjin Shipping and UASC has recently launched. The Bremen-based container shipping line said in a statement that its participation in the CNX service would strengthen its position in the south China-north west continent trade as the CNX service directly connects Hong Kong to northern Europe.

"The CNX adds a different port rotation to our portfolio while providing an additional link in the scope of the growing Asia-North Europe trade," said JM Koo, Senator's director of lines management. The port rotation for Hanjin's CNX service will be: Qingdao, Shanghai, Hong Kong, Singapore, Jeddah, Hamburg, Antwerp, Le Havre, Jeddah, Singapore and Qingdao.

The first westbound sailing of Senator Lines CNX service starts from Qingdao on November 20 with the departure of the Ibn Asakir. Hanjin's first eastbound voyage on the CNX service will deploy the Hanjin Los Angeles, which is scheduled to depart from Hamburg on December 25. This development comes after Senator Lines recently launched its new Far East-Middle East service (FMS).

"After the launch of the additional FMS service, providing a link between the strong-growth markets of the Far and Middle East, the upgrade of our Asia-Northern Europe trade line was the logical next step, thereby adjusting our shipping capacity to the growing cargo volumes in this trade," said Mr Koo. **Source : Asian Shipper**



The KNRM Schiermonikoog lifeboat **KONINGIN WILLEM 1** seen at the yard in Lauwersoog for maintenance  
**Photo : Pim Korver – FILM+VIDEO ©**

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## URS ADDS TWO UNITS TO ITS FLEET

URS – Towage and Salvage Union – is adding two new tugs to its fleet in the Port of Antwerp. On 25 October, the **Union Kodiak** was officially named by Mrs. Marleen Vanderpoorten, and the **Union Grizzly** by Mrs. Ingrid Francken-Laurysens, with the customary breaking of a bottle of champagne.



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Both new ships are stationed in the Port of Antwerp. The substantial growth of the port has made this fleet extension necessary. URS now has 12 ships stationed in the Port of Antwerp. The newest two, **Union Kodiak** and **Union Grizzly**, have been specially designed for optimum deployment.

Both ships were built by the Turkish yard Dearsan and are part of the ambitious new development programme of URS by which the shareholders have shown their confidence in the Antwerp company. The two ships are the third and fourth in a series of 12 new vessels that will be delivered between 2007 and 2010 for the various towing sectors.

The ships fly the Belgian flag.

While the ships were built in Turkey, the main components are Belgian. The tugs are equipped with two main eight-cylinder diesel engines of the 8 MDZC type of the Belgian manufacturer "A.B.C." totalling 3700 kW at 1,000 RPM and drive two 'CP' Azimuth propellers (type SRP 1515 CP). These propellers, installed in "Kort" nozzles, operate independently with respect to direction and RPM throughout the full range of 360°, ensuring perfect manoeuvrability.

The deck equipment was provided by "ROLLS-ROYCE/BRATTVRAAG", which installed the very robust towing winches with a brake force of 155 tonnes. The air conditioned cabins provide accommodation for 10 persons. The ships are equipped with the most advanced navigation equipment: radar, echo-sounder, DGPS, compass, electronic mapping, multiple VHF sets, etc.

The main dimensions of the sister ships: Length 32.32m, breadth 12.2m, draught 5.36m, gross tonnage: 473 GRT



The **STENA PARIS** seen arriving in Rotterdam – **Photo : Cornelis Kloppenburg ©**

## Stuck cruise ship passengers reach Lahaina 4 hours late

Passengers who were stuck aboard the **Radiance of the Seas** cruise ship in Lahaina this morning were able to get ashore by launch after a four-hour delay. The U.S. Coast Guard said a staffing problem on shore delayed the screening of disembarking passengers.

State Department of Land and Natural Resources officials "are ensuring they have enough people in place for screening passengers," said Coast Guard Lt. John Titchen. "From the Coast Guard standpoint, no one is in violation here. This is a state issue at this point."

The 962-foot **Radiance of the Seas** cannot fit in Lahaina so it ties up on a mooring ball and sends passengers ashore on smaller launches, which were barred from operating this morning, Titchen said. DLNR spokeswoman Deborah Ward said the first passengers left for Lahaina between 11:15 and 11:30 a.m.

Passenger Alan S. Lloyd of Lanikai had planned to rent a car to drive up to Haleakala this morning but instead was stuck on the Bahamanian-flagged cruise ship, which sailed into Hawaiian waters with 2,130 passengers and a crew of 896.

"People had to cancel all of their tours that have been arranged months in advance," Lloyd said. "The captain has been very good in keeping everybody informed. We have great sympathy for the captain because he's been sandbagged."

Representatives for Miami-based Royal Caribbean, which operates **Radiance of the Seas**, were told this morning that new security staff were added to Lahaina on Sunday and needed time this morning to train, said company spokesman Michael Sheehan.

"We were told they needed to provide them with training this morning and that would delay our call at Lahaina from starting normally at 7 a.m. and that was taking place this morning," Sheehan said.

Any delays affect passengers' plans, which in turn affect the local economy, Sheehan said. "A very large percentage of our guests will often make very specific plans for activities at our ports of call," he said. "So if you shorten a port call or delay a port call by four or five hours, you've significantly impacted what they can do, how they can do it and ... that also has an economic impact for the port city. You come in late and you lose the opportunity to do those things." **Radiance of the Seas** set sail from Los Angeles on Oct. 21 and was scheduled to stop at Honolulu; Kailua, Kona; Hilo; and Lahaina on a 14-night cruise that would visit Ensenada, Mexico, on its way back to Los Angeles on Nov. 4, Sheehan said.

But a fishing tournament off of Lahaina disrupted the **Radiance of the Seas'** Maui schedule and 50-knot winds off of the Big Island meant the ship could not tie up at Hilo, Sheehan said.

"So we turned around and everybody got a second day in Honolulu," Lloyd said. "This is the first time I've been marooned or been held hostage in my life." **Source : honoluluadvertiser**

## MOVEMENTS



The **BLUE STAR 2** seen departing from Rhodes

Photo : Hans Paulussen ©



The **ALLIED SHIELD** (former OCEAN HERCULES) seen anchored at Singapore Anchorage

Photo : Capt. Jelle de Vries ©

## AIRCRAFT / AIRPORT NEWS



## Verboden te seksen op de Airbus A380

Het grootste passagiersvliegtuig ter wereld mag dan wel dubbelbedden hebben, erin vogelen mag absoluut niet. "Als koppels onze bedden gebruiken om er onzedige handelingen in te verrichten, zullen we ons genoodzaakt zien hen vriendelijk te vragen om ermee op te houden", klinkt de ietwat stijve uitleg van Singapore Airlines-topman Stephen Forshaw. "Sommige dingen kunnen op een vliegtuig, andere niet. In onze slaapkamers gelden dezelfde regels als in de rest van het toestel."



Voor de snoodaards onder jullie die de veelbesproken A380 toch als eerste willen bezoedelen: grijp uw kans! Het eerste koppel dat deze luxeformule verkoos, Tony en Julie Elwood uit het Australische Perth, heeft er immers nooit de kans toe gekregen met al die horden journalisten die om de haverklap op hun deur bonkten. Over de maatregel zelf zijn de Elwoods niet te spreken. "Je krijgt een dubbel bed, zoveel champagne als je zelf wil en net dan moet je de wetten van de natuur tegenhouden? Ik vind het in ieder geval vreemd", aldus de nog potente 76-jarige Tony.

"Ze hebben er alles aan gedaan om het romantisch te maken, alleen de ronde oesters ontbraken", verklaarde zijn 25 jaar jongere eega achteraf.

"Wij hebben ons alvast netjes gedragen. Kan ook moeilijk anders als de hele tijd mensen onze suite komen binnenstormen", klonk het toch een tikkeltje teleurgesteld. **Source : HLN.BE**

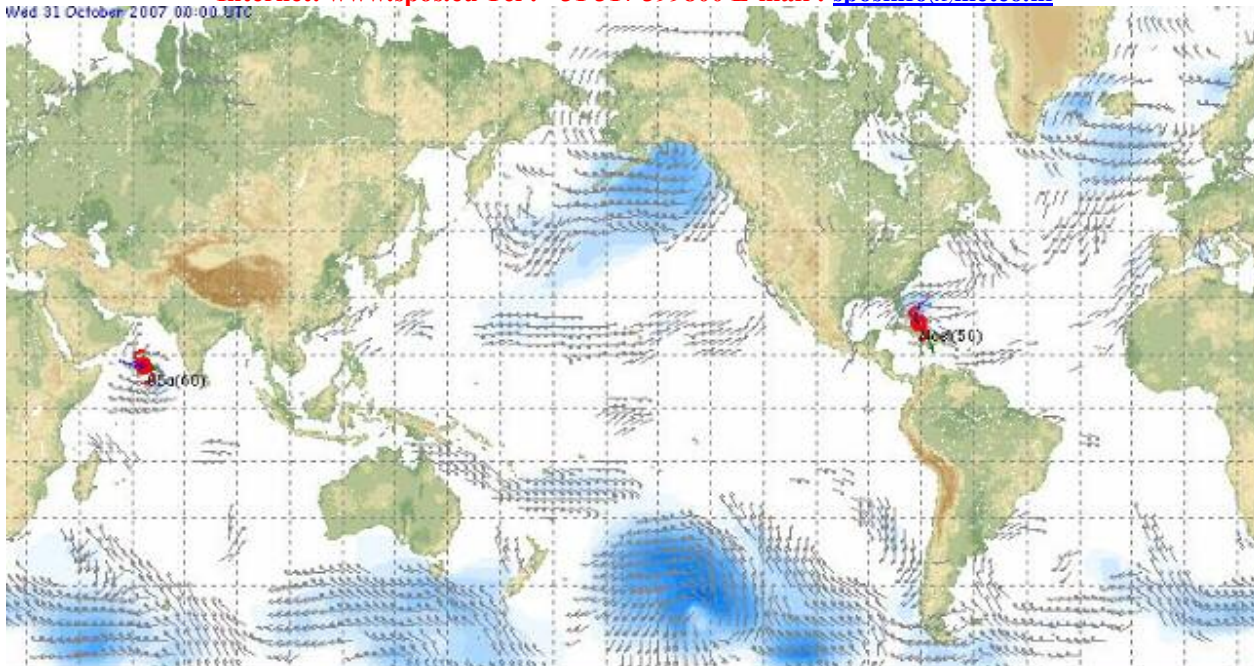
## MARINE WEATHER

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## .... PHOTO OF THE DAY ....



Spotted at Singapore anchorage, the skipper of a Bumboat seen taking a (safe) nap

Photo : Hans Schaefer ©

## BOEKBESPREKING

Door : Frank NEYTS

### “Terugkeer naar Nova Zembla”.

Bij Walburg Pers verscheen onlangs “**Terugkeer naar Nova Zembla. De Laatste en Tragische Reis van Willem Barents**”, geschreven door Jaap Jan Zeeberg.

In een tijdperk van satellietnavigatie en smeltende poolkappen is het nauwelijks voor te stellen dat de Noordpool ruim een eeuw geleden een ondoordringbaar en goeddeels onverkend gebied was. Tussen de vele, vaak legendarische verslagen die de poolreizigers in de loop der eeuwen achterlieten is ook dat van de overwintering op Nova Zembla. Het meer dan vierhonderd jaar oude verhaal van opvarende Gerrit de Veer beschrijft het wedervaren van Nederlandse schipbreukelingen op de ijzige kust van dit poolgebied. Het bevat een rijkdom aan indrukken en geestigheden, en vele verwijzingen naar de eigenaardigheden van die tijd.

“**Terugkeer naar Nova Zembla**” brengt het originele, zestiende-eeuwse verhaal met verschillende achtergronddocumenten en de resultaten van archeologisch onderzoek. Dit boek beschrijft de culturele dynamiek van het vroegmoderne Amsterdam, de rol van de ondernemers en dominees bij de oprichting van de VOC, het lot van het schip, en het ‘Gulden Snede’-principe dat door de schipbreukelingen werd toegepast bij de bouw van het ‘Behouden Huys’. Centraal staat de vraag wat het verhaal van Gerrit de Veer ons in de 21ste eeuw nog kan vertellen. Hoe werd

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het in de afgelopen eeuwen gelezen, en hoe heeft het de ontdekkingsreizigers beïnvloed die na **Willem Barents** op zoek gingen naar de gedroomde verten?

**"Terugkeer naar Nova Zembla" (ISBN 90-5730-489-9) telt 254 pagina's en werd als hardback uitgegeven. Het boek kost 19,95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289.**

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