

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 254



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The AUDACIA arrived back in Rotterdam-Caland canal
Photo : Jan Verhoog ©

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EVENTS, INCIDENTS & OPERATIONS



Holland America's ms **Westerdam** (82,500 GT) being dwarfed by the world 's largest cruiseship, the **Freedom of the Seas** (155,000 GT) in Cozumel, Mexico

Photo : Rim Felché ©

Mangalore: Dutch Team Arrives to Pump out Oil from Den Den

About four-and-half months after Eritrean ship **Den Den** sank off the Tannir Bavi shore, the salvage team of **Svitzer Salvage** from The Netherlands arrived on Monday to start work of removing oil from the ship.

On Monday morning, members of the salvage team did a survey of the ship, which has been lying close to the shore since June 23, when it sank with 28 people on board.



A small oil spill could be seen in the sea by the shore. However, officials of the environment department have not been able to confirm if the oil was from **Den Den** or other boats.

The salvage team is awaiting a barge and tug from Mumbai to begin work, which is expected to start later this week.

The only oil that is in the ship is fuel oil.

Sources has said that the ship had 153 tonne of furnace oil and High Speed Diesel (HSD). The ship was carrying some 5,300 tonne of iron slag when it sank.

According to New Mangalore Port Trust deputy chairman M A Bhaskarachar, the oil from the ship will be pumped to a barge and thus, will be an offshore operation.

Source : Daijiworld Media Network





SVITZER Salvage: Signed LOF contract for salvage "OMER N"



SVITZER Salvage, in cooperation with partner **BEAUFORT Salvage**, was awarded a salvage contract by the owners of the "**OMER N**" to provide salvage services to their vessel which capsized on October the 28th.

The "**OMER N**" a 1416 GT general cargo vessel, built 1984, 11 crewmembers, bound for Nantes capsized off Lehmann, 15 miles. West of Gedser last Sunday 28 October. The **OMER N** carried approx 2000 tonnes of fertilizer. Four crewmembers were rescued by the Danish Navy and German Coastguard. Further rescue

operations are ongoing. The Danish Navy coordinates the rescue operation and **SVITZER Salvage** will assist them wherever needed.

A **SVITZER Salvage** team of specialists is presently on site, the plan is that a thorough inspection will be conducted of the **OMER N** with use of divers. Dedicated salvage equipment has been mobilised to the site, this to extract the 30 tonnes of fuel which is expected to be onboard of the stricken vessel. All matters have been arranged by **SVITZER Salvage** to minimise the risk of any oil spill.

Barge expected in Waterford to raise sunken fishing vessels

A Dutch barge is due in Waterford shortly to begin the operation to raise the wreck of the sunken trawler the **Pere Charles**. The fishing vessel sank off the Dunmore East coast in January this year claiming five lives. Skipper Tom Hennessy, his uncle Pat Hennessy, Billy O'Connor, Pat Coady, and Andriy Dyrin all died in the tragedy.

The master of the barge will decide how to proceed with the operation. It is thought the barge will also raise the **Maggie B** which sank last year, drowning two fishermen.

New Flame on Hold

The break up operations on the stricken cargo vessel **New Flame** seemed to be on hold again this weekend, with the main salvage vessels undertaking the task berthed at south mole and port this morning.



Photo : Yvonne Maij ©

The operation is said to have undergone some changes during the past few days after a hold is reported to have collapsed. The break up of the vessel 1/3 from its bow was changed to half way up the vessel this past week.

Weather conditions have slowed down the operation which was expected to be completed last week.

Another ship docks in Alang, another toxic, asbestos alert

Close on the heels of the **Blue Lady** controversy, another ship has landed in Alang to be dismantled. This time, the UN's Basel Secretariat has written to the Indian Government warning that the ship, **Aqaba Express**, containing asbestos and other hazardous material may be on its way to shipbreaking yards. The ship anchored in Alang on October 27.

The letter from the UN says that the vessel was arrested in Spain for operating under a certificate that indicated it was on a final voyage for demolition in either Alang or Chittagong. "The results of the lab tests showed that the vessel contains hazardous substances such as asbestos and PCB. However, the ship was subsequently allowed to leave upon issuance of new documentation that showed it was en route to Romania for refurbishment," says the letter.

When the letter was written on October 2, the ship had crossed the Suez Canal and was in the Indian Ocean. Built in 1975, it was earlier called **Beni Ansar**. It's registered in Moroni in Comoros, off the coast of Africa. The Basel Secretariat has asked the government to ensure that the standards of the Basel Convention are met. According to this,

the ship must receive "Prior Informed Consent" as a notification indicating that it does not contain hazardous substances. This requires sampling and testing of onboard materials. This ship has none of these. The owner of the yard where the ship has beached was unable for comment.

In the last two years, this is the third large vessel to land. First was Le **Clemenceau**, recalled by France, then came **Blue Lady**. The Supreme Court passed an order on Sept 6 laying strict guidelines for dismantling of ships in Alang.

Source : indianexpress

Philippines government concerned over mutiny

The Philippines government has expressed concern over the weekend seizure of a Taiwanese fishing boat by nine Filipino members of the crew, calling on the mutineers not to harm anyone on board.

The boat was taken over while operating in the Indian Ocean. Shirley Escalante reports from Manila that Philippines Vice President Noli de Castro, who also acts as the presidential adviser on overseas Filipino workers, has instructed Philippine consular officials in east Africa to render diplomatic assistance to Filipino crew members when they dock in Mauritius.

The Filipinos have called the vice president and asked for safe passage, after they seized the Taiwanese fishing vessel to protest against alleged maltreatment by their Taiwanese captain.

The Filipinos say they were not given enough food, were not paid properly and were physically abused.

They say they have no intention of harming the captain, unless provoked and reports reaching the vice president say the captain is unharmed. Some Vietnamese and Taiwanese crew members are said to be sympathetic to the action taken by the Filipinos. The vessel is expected to arrive in Mauritius on Wednesday. Source : radioaustralia

NSRI in rescue of ocean-going yacht off Port Elizabeth

The National Sea Rescue Institute (NSRI) Port Elizabeth Station reports that it has been involved in the rescue of a yacht in difficulty off the Algoa Bay coast. Ian Gray, NSRI Port Elizabeth Station Commander reports: "At 10am (Sunday) NSRI Port Elizabeth were activated by the National Ports Authority following a request for assistance from the 39 foot Mono-hull yacht **SHOESTRING** reporting mechanical engine failure, no wind and one of her three crew suffering from dehydration 40 nautical miles off-shore of Port Elizabeth.

"We determined that the yacht has sailed from her last port of call, Richards Bay, headed for Cape Town where the yacht is registered. For the past two days, having departed Richards Bay, they ran into windless conditions off Port Elizabeth and the 3 crew on-board had been struggling with hardly any wind in which to sail and mechanical engine failure and one crewman was reportedly suffering dehydration from motion sickness.

"We launched our rescue craft **SPIRIT OF TOFT** and on arrival on-scene a tow-line was rigged, rehydration therapy was administered to the ill crewman and we expect to tow them safely into Port at around 8.30pm tonight.

"The skipper and owner, Peter Muzik, has been sailing on an around the world trip for the past 4 years, writing for a sailing magazine. The yacht struck a reef off the Chagos Archipelago in the Indian Ocean, a group of small islands 500 km south of the Maldives, and has since been sailing without an engine propeller, which was ripped off.

"Muzik came into Richards Bay for minor repairs where his two crewmembers, Mae Lion and Keith Pienaar, boarded the yacht to sail with him on the final leg of his voyage to Cape Town. All men are from Cape Town. "They ran into windless conditions two days ago and without a propeller to motor on called for assistance to get to Port Elizabeth this morning."

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"At around 10.30am as our rescue craft prepared to depart on her voyage to rendezvous with **SHOESTRING** our volunteers were called down to the yacht club where a 56 year old local had collapsed from a suspected heart attack on the yacht club jetty.

"On our arrival the local man, whose name has not been released, was suffering breathing difficulties and a weak pulse and within moments of our arrival he had lapsed into unconsciousness with no pulse and no breathing.

"Cardio Pulmonary Resuscitation (CPR) efforts were administered by our NSRI crew and his pulse and breathing were restored. "A Guardmed Private Ambulance arrived on-scene and treatment was handed over to the Guardmed paramedics. "The man has been transported to hospital in a serious condition." **Source : ports.co.za**



DRUG TRANSPORT: A Colombian Navy photo from August shows a submarine meant for transporting narcotics. In the last two years, Colombia and the U.S. have seized 13 such vessels.

Ship of shame scuttled in the Pacific

Residents of the Cook Islands are outraged after a ship and its deadly load of 500 tonnes of asbestos was scuttled in the middle of a whale sanctuary. Locals say the toxic material was dumped just off the coast of Rarotonga after New Zealand refused to help get rid of it. But our government says it was not involved in the decision.

Concern for the Pacific centres around whether the scuttling of the **Miss Mataroa** could open the flood gates as a cheap option to get rid of unwanted waste.

With more sea than land area, the unceremonial sinking of the health hazard is causing a major dilemma for the Cooks. Environmentalist Ian Karaka says tourists visit the region because it is a pristine environment but for more than two years the vessel has held unwanted asbestos removed from local schools and government buildings.

Already leaking and in danger of sinking, government officials say that after seeking advice from their nearest neighbours they were forced to act. "We asked Australia and New Zealand for help with the disposal...and they have done that but as far as this particular chemical they both don't want it back," says Tangata Vavia, Minister of the Cook Island Investment Corporation. But Foreign Minister Winston Peters says the decision to dump at sea was not a decision caused by New Zealand.

"Its a domestic decision that has been made and I think that's regrettable," Peters says. Vavia Vavia from the National Environmental Service says the non friable asbestos is innate and it is like putting a stone into water.

But there are questions over just how informed the public are about the dangers of asbestos. Pictures clearly show people working with the hazardous waste without protective clothing. Most are not wearing masks and asbestos is left lying where it fell from trucks.

Helen Maunga from Internal Affairs says her office was not warned about the removal of asbestos. "Many of us don't know what asbestos looks like," she says. Even those who had a hand in the sinking of the Mataroa are left wondering just how deadly its cargo really is. Meanwhile there are plans to sink another ship carrying asbestos. **Source : tvnz**

Final work to remove MSC Napoli

Work is set to start on cutting up the remains of the stricken cargo ship **MSC Napoli** off the east Devon coast. The vessel was grounded off Sidmouth in January after it suffered storm damage sailing from Antwerp to South Africa.



The ship was split in two and its bow towed away for recycling. Cutting gear has been brought in to break the stern up before it is taken away for scrap. Coastguards are working with the salvors Smit to ensure there is no risk of pollution.

Barges are getting in position next to the stern and work is set to start on Thursday. The Maritime and Coastguard Agency said the operation would be dependant on the weather. Salvors believe the cargo vessel is too heavy to be lifted intact and needs to be cut into smaller pieces. The ship was split in two in a series of explosions and the bow towed to the Harland and Wolff shipyard, in Belfast, to be demolished and recycled. All of the crew were rescued from the ship in January after it was damaged in storms.

The 62,000-ton cargo vessel was carrying about 2,300 containers, of which about 100 went overboard and 58 were washed ashore, leading to a scavenging and looting spree. The salvage operation has cost more than £50m.

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Containerships grounded in Russia's dried up River Don

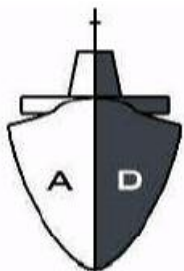
More than 50 containerships are stuck in shallow waters on the River Don in western Russia as strong easterly winds are being blamed for falling water levels in the country's fourth largest river, causing traffic jams lasting more than a week, reported the Russian news agency Novosti.

It's feared all movement along the river may be blocked as water has fallen half a metre below its normal level, leaving ships grounded. Sailors blame temporary weather conditions, but climatologists say the Don is growing shallower each year. **Source : schednet**

NAVY NEWS

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British warship to visit SA

The British warship, the **HMS Southampton**, is expected to arrive in Cape Town on Monday for a visit on the final part of an eight-month deployment from the UK.

The British vice-consul general Raziyah Johnston said the Type 42 air defence destroyer had operated around the Pacific, South America and the South Atlantic, as the United Kingdom's "on call" warship in the area.

The warship has been based in the Falkland Islands for the past four months.

"She has conducted exercises with forces from other nations, including Peru, Chile, the United States, France and Argentina, as well as training with other British forces in the region," said Johnston. The ship which entered service in 1981, caters for 25 officers and 250 sailors. As the ship prepares to arrive in Cape Town, the Commanding Officer Richard Morris said he was very pleased to bring the **HMS Southampton** on its first visit to SA.

"Our visit is a sign of the importance that the UK government places on both the South Atlantic region, and the relationship between our two nations," said Morris. The ship will be in Cape Town until November 12.

Source : news24

Navy Welcomes Fourth Ship Named in Honor of Rear Adm. William T. Sampson

The fourth ship in the Navy's history named in honor of Rear Adm. William T. Sampson, **USS Sampson (DDG 102)**, was commissioned Nov. 3 at Massport's Black Falcon Cruise Ship Terminal with more than a thousand spectators in

attendance braving the wind and rain. The new Arleigh Burke class guided-missile destroyer, built at the Bath Iron Works in Maine, was the first ship in five years commissioned in Boston. Sampson's last assignment in the Navy was commander of the Boston Navy Yard, and all four destroyers named in his honor have been commissioned in this historic harbor. Sampson's commissioning officially began with the traditional 19-gun salute by the oldest field artillery regiment in the nation, 1-101st Field Artillery Battalion, Massachusetts Army National Guard. The salute honored Massachusetts Sen. John Kerry, who was the senior platform guest at the commissioning. "It was right here in our beloved Massachusetts that the American Navy was born," said Kerry. Kerry later remarked that the Sampson's legacy would be defined by her commander and crew. Vice Adm. Terry Etnyre, commander Naval Surface Forces, like other platform guests shortened his remarks given the blustery weather, but he made sure that he challenged the crew during his comments. "Be ready!" Etnyre told the crew of Sampson. "Be ready to carry out the missions, and to do our country's bidding."

THEIR frustrated crews call them "Armifail" class patrol boats.

According to sailors who serve on the navy's \$550 million Australian built **Armidade class** patrol boats, the vessels are riddled with faults and spend more time in port under repair than at sea protecting the country from drug and people smugglers.

After the entire fleet was tied up last year because of a water/fuel contamination problem, crew morale hit rock bottom. Now sailors are again being left to sit around for weeks on end waiting for a boat.

Insiders said the situation was dire with a litany of problems including:

BLOCKED toilets, **LACK** of personal storage, **AMERICAN** two-pronged 115 volt power points, **UNSECURED** anchors, **INADEQUATE** lighting, **LACK** of training, **OVERCROWDED** shore establishments.

The navy has also introduced a radical new crewing system for the 12-boat fleet based at Darwin, Cairns and Dampier in Western Australia. It requires the 21-person crews to rotate between the \$38 million 56-metre boats after a nine-week assignment followed by four weeks' respite, rather than being posted to a vessel for a two-year billet.

According to one crew member that means there is no attachment to any boat. "There is no pride, or incentive to take pride, in the boat," the crew member said. "Morale is dead and sailors are leaving in disgust."

The navy defended the "multi-crewing model" saying it provided a 21-ship capability with just 14 vessels.

The sailor said a 50mm outlet on the toilet blocked all the time and many sailors had to buy their own adaptors and extension leads to get power in some parts of the vessel. "There are leads everywhere," one witness said.

In one notorious case a boat returned to port with a holed bow after it hit heavy weather. "The main anchor's two spikes just flap in the breeze and there were holes in both sides of the bow," one sailor told his family.

In the wheelhouse, tinted plastic blinds have been fitted instead of tinted glass. "They just tear and are useless," a sailor's father said. Crew members have nowhere to hang their spare uniforms because of space saving. "Everything has been compromised for cost savings," the father said. But the navy flatly denied any major problems. It said just one of 12 was out of service in Darwin because of a defect. The navy said two boats were tied up this year because of fuel contamination.

Navy brass said: "One vessel was involved in a minor incident involving its anchor. However the damage was not considered attributable to any design issue." Officers said toilets in crew accommodation areas were of a vacuum suction type and operated reliably.

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"One common-use toilet is a standard gravity type that has performed less than optimally," the officer said. "It has not posed a safety hazard and the builder has reviewed the design and is trialling a modification." Officers said the 115 volt two-pronged US power points were fitted in the communications room to operate specialised US-made equipment. Labor defence spokesman Joel Fitzgibbon said it was remarkable so many design faults had made it through to manufacture.

"The difficulties experienced with the **Armidale class** patrol boats are symptomatic of this Government's failure in leadership on defence procurement," he said. **Source : news.com.au**

SA Naval Sub gets new commander

The SA navy submarine **SAS Manthatisi** will sail under a new commanding officer from Tuesday, the navy said in a statement on Monday. Commander Jacobus Petrus Beukes will take command of the submarine from Commander Gary Brian Kretschmer. The submarine - along with her crew - recently outwitted a visiting Nato-fleet in war games off the Cape coast. The exchange of command ceremony will take place at the Naval Dockyard at Simon's Town.

Beukes, who in 2004 completed his submarine officer commanding course in Germany, has previously served as the SA navy's operational planning officer for the submarine service under the Directorate Fleet Force Preparation.

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The **DAMEN** hull **509813** seen fitting out at the Damen shipyard in Hardinxveld
Photo : Nico Ouwehand ©

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The **NORWEGIAN DAWN** arrived in Willemstad – Curacao
Photo : Kees Bustraan ©

Ezra orders second support vessel

Ezra Holdings has awarded a second \$115-million contract to Karlsund Maritime Service for a 27,000 bhp multi-function support vessel.

Like the earlier vessel, the new vessel, is to have remotely operated vehicle hangar and an A-Frame hull, which will facilitate well intervention and subsea installation. It is also capable of a bollard pull in excess of 300 metric tons (331 tons) and can provide ultra deepwater anchor handling in depths up to 5,000 m (16,404 ft).

Vessel delivery is scheduled to start in 2010.

Tugs and barges galore

This week the first steel for the construction of five new tugs for Transnet National Ports Authority will be cut at a ceremony at the shipyard in Durban.

Later in the month another shipbuilding programme in Durban will approach a climax with the naming of Smit Amandla's new bunker barge, **Smit LiPuma**.

After a protracted delay a contract for five new tugs was awarded to Durban-based Southern African Shipyards. The contract worth R400 million involves three tugs (hull numbers T306, T307 and T308) for the new port at Ngqura and two for Durban (T309 and T310).

Delivery will be made between October 2009 and May 2010 for the three 70ton bollard pull tugs for Ngqura and from September to November 2010 for the two 60t bollard pull vessels for Durban.

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Design work has been performed locally by Durban naval architect Peter Volschenk who was also involved with the design of five earlier tugs for the TNPA, hull numbers T301 – T305. These tugs are currently in service at Richards Bay, Durban and Cape Town.

Part of the reason for the lengthy delivery span is the delay in delivery of engines due to international demand, which are to be supplied by M.A.N. from 2009. The tugs will be equipped with Voith Schneider propulsion gear.

The naming of the bunker barge for the firm of **Smit Amandla** is another milestone for the Durban shipbuilding industry. The barge is being built at the Dormac shipyard at Durban's Bayhead and will go into service in Durban once handed over. Other barge orders are possible.

On 11 October the South African Navy (which seldom announces anything of note in advance) named two new tugs which have been taken into service at the Simon's Town Naval Base. The tugs (or Multi Role Tenders, to give them the nomenclature favoured by the navy) were built at Cape Town's FarOcean Marine Shipyard and have been named **INDLOVU** and **TSHUKUDU**.

For those readers unfamiliar with South African languages (of which they have 11 official), Indlovu means Elephant and Tshukudu is Rhinoceros. At the ceremony held at Simon's Town the chief of the navy Vice Admiral R Mudimu paid tribute to Captain Eddie Bremner, former chief harbourmaster with Transnet National Ports Authority, for providing training for the skippers and engineers of the new tugs. **Source : ports.co.za**

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First oil offloaded at Sevan Piranema



The first offloading of oil from the FPSO Sevan Piranema has been successfully completed.

Photo : Sevan Marine

The oil was offloaded to the shuttle tanker Navion Bergen.

The **FPSO Sevan Piranema** commenced oil production on October 11, 2007, on the Piranema field off the north-east coast of Brazil.

The first Edith Mærsk from Odense



The naming ceremony of Odense Steel Shipyard's newbuilding no. 208 was the very last official task for Jess Søderberg as CEO of A. P. Møller-Mærsk. He was the host for the arrangement where Kirsten Mc-Kinney Olufsen, second-daughter of A. Mærsk Mc-Kinney Møller, acted as sponsor on the vessel. It was named Edith Mærsk, a name never used in the Mærsk fleet before.

Photo: Bent Mikkelsen

Edith Mærsk is the seventh of the eight super-container carriers for the parent company A. P. Møller-Mærsk. The ship has an official capacity **11,600 TEUs**, but the real capacity is mentioned to **15,212 TEUs** on a hull measuring 397 metres overall, 53 metres in width and a draft of 12.5 metres. The ship is powered by a Wärtsilä diesel type 14RTFlex96 developing some **110,000 hp** to a service speed of 26 knots using 400 tons of heavy fuel.

Monday, Jess Søderberg will retire as only the third Chief Executive Officer since the company started in 1904. He will be replaced by Nils Smedegaard Andersen, which comes from Carlsberg Brewery.

OPTIMISTIC OUTLOOK FROM EVERGREEN

ARNOLD Wang, Chairman of giant Taiwan-based container carrier Evergreen Marine Corporation has presented a generally upbeat assessment of the the future of the box trades. Speaking at the World Shipping Summit 2007 last Friday in Tianjin

Noting that over the past decade, China's remarkable economic growth has brought structural changes to global container shipping and other related industries, including shipbuilding and terminal operations, Mr Wang reflected on the impressive statistics: "In 2006, container throughput in all Chinese ports reached 80 million TEU, or around one-fifth of the global volume. For cargoes from Asia to Europe and North America, China's exports have accounted for more than half of market volumes. In 2006 China gained a market share of 65% in the Trans-Pacific eastbound trade, 71% with the inclusion of Hong Kong. In the Far East – Europe westbound market, a market share of 63% was recorded for exports from China alone and 72% with Hong Kong's contribution."

He also noted the advent of ultra large containerships: "The ULCS fleet above 10,000TEU will grow from four to 152 ships in four years. All these gigantic vessels are expected to join the booming Far East – Europe trade."

Mr Wang said that some people might start to wonder whether such a huge delivery of tonnage will cause oversupply and lead to market meltdown, or whether the influx of new capacity will only serve to fulfil ever increasing demand.

But he pointed to a number of factors, including the need to replace tonnage, that he believed would help balance demand and supply. He said: "The pointers indicate that cargo volumes will continue with stable growth while the tonnage supply will increase slower than expected. Therefore, it is believed that the container shipping market will continue to flourish unless the global economy is impacted by unexpected catastrophes."

However Mr Wang also flagged up the low earnings of the container shipping lines. He said: "Changes in capacity demand and tonnage supply will directly influence freight rates and loading performances. Furthermore, this industry requires huge investments but only generates slim profits. In the last 10 years, fierce competition has driven the industry's profitability down to micro levels or even into frequent losses. Container shipping has become the least lucrative section of the whole logistic chain. For example, the industry achieved a record profit in 2004. But an American Shipper study revealed an average profit ratio of 10% in that prosperous year compared to 5% for a normal year. Given the limited profit margin, carriers' profit outcomes can easily turn negative when freight rates drop by 5% or costs increase by the same level." **Source : Maritime Global Net**

Island Valiant to work for AGR Subsea

Seabrokers reports that Island Offshore's UT 787LCD **Island Valiant** has been contracted by AGR Subsea AS to carry out deep water excavation work on the Ormen Lange Southern Field Development Project in June next year.

Island Offshore are familiar with this sort of work having carried out similar work in 2005 and 2006 using Island Frontier on the Ormen Lange Project.

Island Valiant will have a special tower system installed to allow safe and efficient deployment/retrieval of drill pipe through the moon pool. Island Offshore has advised that Island Valiant will be chartered for at least 31 days with a further 60 daily options.

CRUISESHIP TIMESHARE SALES START

US-based Marine Growth Ventures (MGV) has filed the required documents in Florida to allow it to start selling timeshare sales for its 1,135 gt, Canadian-flag vessel **Pacific Aurora**.

MGV subsidiary Marine Growth Canada bought the ship in May this year and completed its refurbishment at Vancouver.

"Sales efforts have now commenced aboard the 90 passenger cruise ship," said Barry Jones, President of MGV company Euro Oceans. "Euro is leading the marketing and sales activities for this timeshare project. We are excited to get underway."

The **Pacific Aurora** will cruise Canadian waters offering both summer and winter itineraries. "I am delighted to enter the selling phase for this project in fulfilment of our long-standing business plan," said Tim Levensaler, Executive Vice President of Marine Growth Ventures, Inc. "It is an important milestone for our company which promises to provide a unique cruising experience to individual timeshare owners."

"The acquisition of the M\V **Pacific Aurora** firmly positioned our company in the business of providing time share at sea," said Craig Hodgkins, President and Chief Executive Officer of Marine Growth Ventures, Inc. "We expect our marketing of these units to accelerate in upcoming weeks." **Source : Maritime Global Net**

MOVEMENTS



The **COSCO ASIA** seen in the Europaharbour in Rotterdam-Europoort

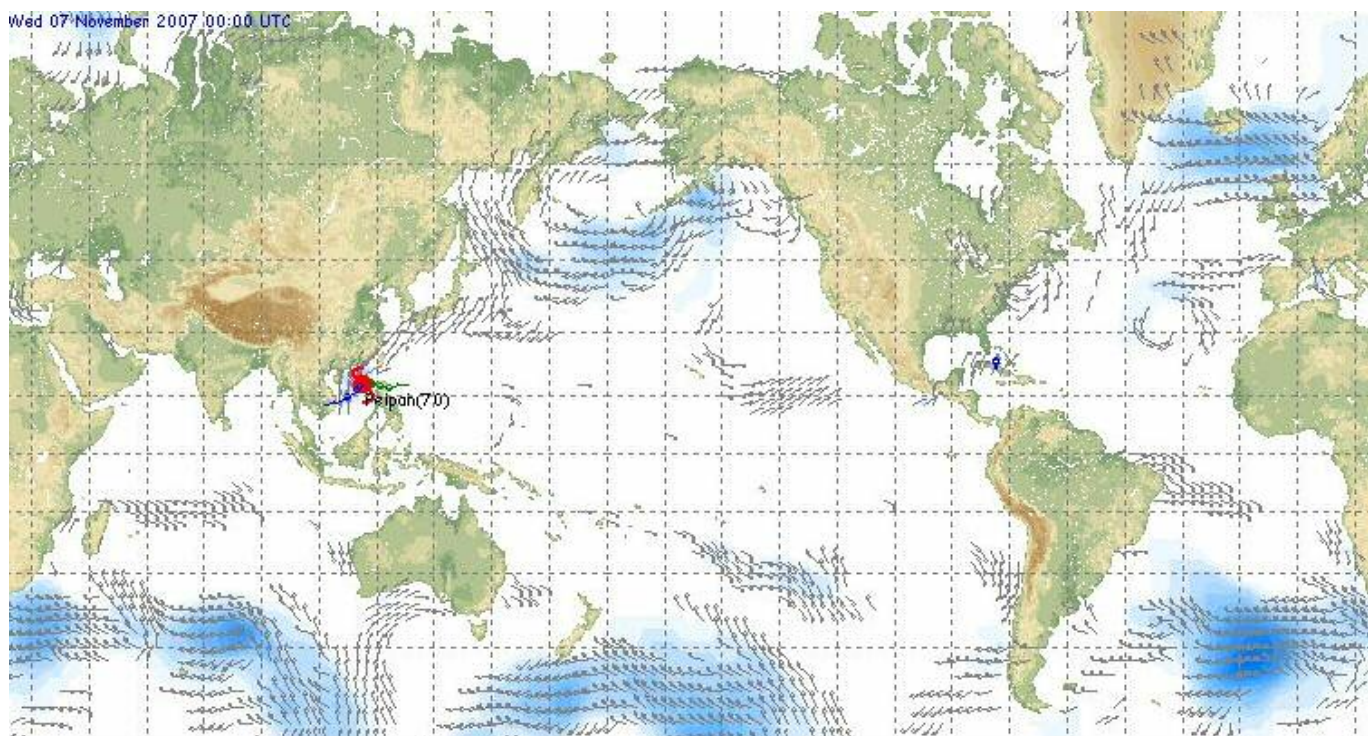
Photo : Rik van Marle ©

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **MSC MUSICA** seen entering Valletta for the first time Tuesday 6th November 2007 with 2,500 passengers onboard coming from Ajaccio, France.

Photo : Lawrence Dalli - Malta Ship Photos ©

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