

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 255



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HMS Endurance in Plymouth Sound on her way to Devonport Naval Base
Photo : Ian Denton ©

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EVENTS, INCIDENTS & OPERATIONS

WORLD RECORD HOLDING TRIMARAN ARRIVED IN CAPE TOWN

One of the world's most famous trimarans, the *Cable & Wireless Adventurer* – which holds the record for the



fastest powered voyage around the globe - sailed in to her new home at the V&A Waterfront on Sunday 4 November 2007.

Having been acquired by a local charter company and renamed *Adventurer*, this striking and powerful high tech, twin-diesel engined vessel will be used for environmentally focussed charters and also open up exciting new charter passages for visitors to the V&A.

Photo : Bob Jonhston ©

Designed by the renowned British multihull designer Nigel Irens, (who also designed the trimaran *B&Q/Castorama*, in which

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Ellen MacArthur set a new world record for a single-handed non-stop circumnavigation of the globe in 2005) the radical 115-foot **Adventurer** was custom-built to set a new circumnavigation record, and she did this in 1998 with a voyage of 75 days, a record which still stands today.

According to her new owners (Adventurer, V&A Waterfront), **Adventurer** was built to maintain high speeds in rough seas while burning relatively little fuel. As a result, they say the vessel is particularly suited to conditions around the Cape, where poor weather often disrupts charter operations and prevents operators from undertaking longer and more adventurous voyages.

Skipper and Adventurer V&A Waterfront director David de Villiers said: '**Adventurer** is a unique and exciting vessel that will enable us to offer Capetonians as well as visitors to the Cape a new dimension in charter voyages.

'Because of her ability to maintain high speeds in rough weather, we will be able to open up charter routes that have been practically inaccessible until now.

'Among other things, we will be able to run trips of about three hours to Cape Point and back, enabling visitors to view this stunning natural feature from the sea as well as the abundant bird and sea life in the area.

'Until now, the only trips to Cape Point on offer have been "wet rides" on rubber ducks from Simons Town. On **Adventurer**, we will be able to take visitors to the Point in comfort and safety, and within a predictable period. We are also planning other, more adventurous charter packages than those which charters operators have been able to offer until now.'

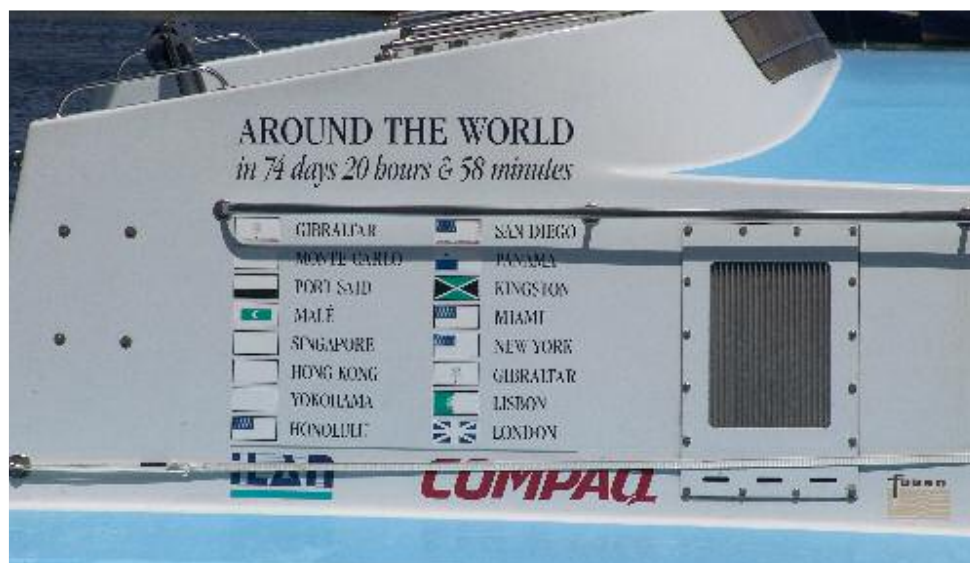


Photo : Bob Johnston ©

"Over and above that though, visitors will have the incredible experience of sailing a champion. Aside from her revolutionary design and sheer striking appearance, **Adventurer** is no ordinary trimaran, she's made history and still holds the world record she set nearly ten years ago and she's known around the world for that.

Since setting the record, **Adventurer** hasn't rested on her laurels. She worked as the camera boat for 'Lenny's Big Atlantic Adventure', a BBC documentary of Lenny Henry and Tony Bullimore's trans-Atlantic trip. Her fame earned her numerous corporate charters and she was also a camera boat for numerous Route de Rhum races, a European trimaran racing series. Finally she was used as a survey vessel in the North Sea, towing sonars to scan the ocean bed for oil reserves before being laid up in Southampton, where De Villiers and his business partner Jerome Smith spotted her.

"We could hardly believe it when we found her, and when John Walker her previous owner who was behind her world record campaign, agreed to sell her we were blown away," says De Villiers.

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De Villiers, who has been sailing nearly all his life and has completed 12 ocean crossings and 100 000 miles as a skipper, says bringing *Adventurer* to SA is the highlight of his sailing career.

"The opportunity to sail a vessel such as *Adventurer* is a dream for sailors the world over. Her design was, and still is in some respects, revolutionary and makes her extremely powerful yet equally stable and comfortable. To now be able to offer locals and tourists an opportunity to experience her is terrific. She's a special lady and the fact that she still holds the world record despite various attempts on it with the most recent being the failed *Earthrace* attempt this year, is testimony to that.

Commenting on the latest arrival at the V&A Waterfront, the Waterfront Harbour Master, Steven Bentley says '*Adventurer* is a hugely exciting addition to the Waterfront charter fleet and will offer an entirely new experience and open up new areas of our coastline to tourists. We are thrilled to have a vessel of her calibre and renown in Cape Town. For many tourists a trip on her will certainly make their holidays that much more special and memorable."

Asked if *Adventurer* is still capable of repeating her record, De Villiers says yes. "In fact, while it's not our intention at this stage, there is every reason to believe that *Adventurer* could better her 75 days quite significantly. So who knows, maybe if someone gets lucky and sets the new record, *Adventurer* might come back and set things straight again," he smiles **Source : Ros Walsh - Adventurer V&A Waterfront**

Eerste cruiseschepen meren in 2009 in Zeeland af

door Jeffrey Kutterink

De eerste cruiseschepen meren in 2009 in Vlissingen af. Het Duitse *Phoenix Reisen* en het Finse *Kristina Cruises* nemen Zeeland in hun programma op.



Het plan van drie investeerders om in Vlissingen een cruiseterminal aan te leggen wordt daarmee werkelijkheid. De drie - STT, Inchcape en Felison Terminal - richten in januari het bedrijf Zeeland Cruise Port (ZCP) op. Als het aan ZCP ligt, meren de schepen af in de Vlissingse Buitenhaven.

Links : De *KRISTINA REGINA*
Foto : Jacques Carney ©

Dichtbij het station, de Rijksweg en de stad. Maar in die haven moet voor enkele miljoenen euro's een nieuwe pier worden aangelegd. ZCP vindt dat havenschap Zeeland Seaports en de provincie die moeten betalen. Doen zij dat niet, dan wijkt ZCP uit naar de kade van Daalimpex in de Bijleveldhaven in Vlissingen-Oost. Hoeveel schepen er zullen afmeren, is onbekend. ZCP overlegt nu met autoriteiten over de afhandeling van schepen. Ondernemers die een rol willen spelen, kunnen zich aanmelden. **Source : PZC**



Belgisch jacht strandt voor Scheveningen

Door : Daan Overduin

Woensdagmorgen in alle vroegte kwam het Belgische zeiljacht **Liberté** voor de Scheveningse kust in moeilijkheden.



Het jacht met aan boord 4 personen, 2 uit België en 2 uit Frankrijk was onderweg van Den Helder naar België. Door het slechter wordende weer zou het jacht de Scheveningse haven binnenlopen om een tussenstop te maken.

Photo's :
Daan Overduin ©

Voor de wandelpier ging het mis, het schip kwam door het slechte weer in moeilijkheden. Het werd gepakt door een breker en kwam plat op het water te liggen. Aan

boord werden noodsignalen gegeven en ook werd het scheepje voor anker gelegd. Het anker pakte echter niet en al snel werd het jacht door de harde wind recht richting de kust geblazen. Vanaf het strand werden de noodsignalen opgemerkt en werd via de alarmcentrale de Koninklijke Nederlandse Redding Maatschappij gealarmeerd. Vanuit de

Scheveningse haven vertrok direct de reddingboot **Jan van Engelenburg** en vanuit het boothuis het kusthulpverleningsvoertuig. Aangekomen op de positie waar het jachtje zich zou bevinden trof de KNRM bemanning het 6 meter lange jachtje aan op het strand. De 4 opvarenden hadden zelf het jacht al verlaten door overboord te springen en waren naar het strand gekomen. Eenmaal op het strand werden ze door de politie opgevangen en meegenomen naar het bureau om daar wat op krachten te komen.



De bemanning van het kusthulpverleningsvoertuig ontfermde zich verder over het jachtje en trok het hoger het strand op, om te voorkomen dat het bij hoogwater weer vlot zou raken en voor verdere moeilijkheden zou zorgen. In de namiddag werd de **Liberté** met een sjofel op een platte wagen gezet en van het strand gereden.



Above the icebreaking anchor handling tug; supply vessel **Vladimir Ignatyuk** (former **Arctic Kalvik, Kalvik**) seen drydocking at Esquimalt, B.C. Canada she will depart from Canada to the Beaufort Sea.

Photo : Gerard van Hilten ©

Dramatic sea chase off SA coast

By : Erika Gibson

A dramatic sea chase involving international intelligence agencies and a combined police, navy and Special Forces team has ended off the South African coast with a ship suspected of carrying a ton of cocaine being stopped and boarded.

Details of the operation have been kept under wraps until now while several international follow-up actions were being done. A parcel containing 25kg cocaine that washed up on a beach at Gansbaai near Hermanus last Thursday was a possible indication of what had happened to the cargo.

Rear-Admiral Philip Schoultz, Chief Director Operations of the Defence Force, lifted the veil slightly on Monday when he referred to the operation for the first time.

He said the operation had begun with a call from a high-ranking foreign diplomat, whose identity remains a secret.

"He asked if we couldn't help with drugs that were being shipped to South Africa, destined for the market here. "But the Defence Force doesn't have any law-enforcement mandate, that's a police function."

After a high-level discussion between police and the Defence Force, planning for the operation got under way.

Preliminary intelligence indicated that the ship was sailing down the western coast and would round Cape Point on a specific date. "There was a critical time in our planning that we couldn't get from the international source, so we estimated where the ship would be, judging from its speed and size."

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"An air force Dakota was sent to search an area of 166km x 740km for a ship that fitted our descriptions.

The Dakota crew were told by the ship's captain that his was a fishing factory vessel. He was en route from Abidjan in the Ivory Coast to Maputo, to buy fish, he said.

The Special Forces water unit at Langebaan sent photographs of the ship to the Defence Force joint operations centre, where they and police already had been working together for a day.

The ship was not flying any flag, which made it a stateless vessel in maritime terms. It also meant that the navy could board it even in international waters, on grounds that it appeared suspicious.

The **SAS Isandlwana**, one of the navy's new frigates, followed the suspect ship covertly for 24 hours. The absence of a flag persuaded Schoultz and his team to send a boarding-party. Police sniffer dogs found nothing on board and the skipper showed them papers indicating that the ship was registered in Guinea (Conakry). The ship could not be impounded.

Shortly afterwards, however, it turned around and headed back to its port of origin. Police received further information from abroad that the ship apparently had had a rendezvous with another ship in the Atlantic Ocean a week earlier.

Schoultz said the ship was stopped when it reached Abidjan, but no drugs were found on board. "We suspect the drugs were thrown overboard. We're happy that our operation succeeded, because that ton of drugs never reached the streets of South Africa," he said.



BIGLIFT's **ENCHANTER** seen arriving in Luanda harbour - Angola
Photo : Michael Cormier ©

SMIT orders 11 newly built vessels

SMIT and Damen Shipyards Gorinchem signed a contract for 11 newly built vessels.

Two tugs (type **ASD 2810**) are replacements for the harbour towage fleet in Rotterdam. These tugs will be equipped with a substantially higher bollard pull (60 tons bp) and are scheduled for delivery in respectively May and June 2009.

Two vessels (type **ASD 3211**, 70 tons bp) will be built for SMIT Terminals and will be delivered in respectively February and May 2009.

An additional four **ASD 2810** type tugs (60 tons bp) will be deployed as replacement for and expansion of this Divisions' worldwide fleet. These tugs will be delivered respectively end 2008 and early 2009.

SMIT also has reached an agreement for the construction of 3 work vessels. These multipurpose pusher tugs (approximately 28 tons bp) are sister vessels to our existing "B-class" vessels. The first two of these vessels, which will be deployed for SMIT Transport Europe, will be delivered in respectively May and September 2009. The last one is expected early 2010.

All fleet renewals and expansions fit into SMIT's strategy of moving to the top-segment of the market with long-term contracts, autonomous growth, fleet renewal and optimisation.

GPS MARINE SALVAGES 2 SUNKEN FISHING VESSELS IN IRELAND



GPS Marine services with the sheerlegs **GPS ATLAS** and assisting tug **MURIA** salvaged the 15 mtr long fishing vessel **MAGGI-B** from a depth of 50 meters in Ireland, the **MAGGI-B** sank March 27th 2006 during fishing operations, in this accident 2 crewmembers lost their lives. Whilst writing this newsletter, the sheerlegs **GPS ATLAS** also lifted another sanken fishing vessel from the seabed, named **PERE CHARLES**, this 19.5 mtr long fishing vessel sank January 10th, 2007, in this accident 5 crewmembers lost their lives

Photo : Crew GPS ATLAS ©

Mutiny crew return home

Filipino crewmen who seized a fishing vessel in a mutiny over alleged maltreatment by their Taiwanese captain returned on Tuesday to the Indian Ocean nation they sailed from last week, a Philippine official said on Tuesday.

A Filipino consular officer from the Philippine Embassy in Nairobi, Kenya, has also been sent to Mauritius to ensure the crew is safe while police conduct an investigation into the incident, Foreign Affairs Undersecretary Esteban Conejos said.

"Something happened in the high seas... so this will be investigated by the authorities there because this is their first port of call," he said.

Philippine Vice President Noli de Castro said he had spoken with the crew's leader, Roderick Sumang, by satellite telephone and advised him not to harm the captain.

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Sumang told The Associated Press that the Filipino crewmen took over the Ruei Chih Fa on Sunday after being overworked and being fed paltry meals. He said the Taiwanese captain, Juiyin Huang, was not bound but was being held in the wheel room. He said the crew had no weapons.

"He was only feeding us porridge once a day and only when we've worked our bodies to extreme fatigue," Sumang said. "We don't have any intention to harm him. We just want to return home."

He said according to arrangements made with Philippine consul Bernadette Mendoza they will be brought to a Catholic church-run mariners' organisation.

He said the action they took was not planned but taken at the "spur of the moment, perhaps due to fatigue and hunger." He said they did not harm the captain and a medical examination would show this. Sumang, 33, who has a small store in the Manila suburb in Valenzuela, said it was his first time to work as a fisherman on a foreign vessel. He said they were to be paid \$250 a month.

Conejos said he was unfamiliar with the laws of Mauritius covering such incidents. "But we are also looking at it from the angle of a labor dispute in the sense that they said they did this because they not been paid their wages and they were maltreated by their captain," he said. "Let us see."

Sumang said there were nine other Chinese crew on the ship but that they did not take part in the mutiny.

"They did not oppose our action," he said. The steel-hulled vessel, which was not identified by name Port Louis on October 31 for a three-month fishing expedition, Sumang said. De Castro told The Philippine Daily Inquirer the incident was "unfortunate," and that the crew complained to him they had not been paid for more than a month.

Source : news24.com

Scholar Ship Arrives In Auckland

First Ocean-going Academic Programme for Multi-cultural Student Body Arrived in Auckland Wed. 7 November as part of Global Voyage More Than 200 University Students from 35 Countries, Aboard **The Scholar Ship**, to spend Six Days' Academic Field Study and Travel in NZ



The Scholar Ship, the first ocean-going study abroad programme developed exclusively for a multi-national student body, will arrive in Auckland on Wednesday as part of its inaugural 16-week voyage to four continents.

Some 200 undergraduate and postgraduate students from 35 countries will spend six days in New Zealand. Local academic and business leaders will welcome students and faculty at an onboard reception on Thursday 8 November 19. The ship departs Auckland for Sydney on 13 November.

The shipboard programme immerses students and faculty in a unique intercultural living and learning environment while the ports of call, including Auckland, provide extensive educational opportunities through programmes of academic field study and independent travel.

In New Zealand, academic topics include conflict studies (including Treaty issues), global cultures and social change, sustainable development (including looking at the experience of Waitakere City as the country's first eco-city), art and culture, international business and communications and international development.

Travel options range from a few hours exploring the Waitakere Ranges and west coast beaches, Maori art, Auckland's fashion industry, to visits to tourist spots like Rotorua and Waitomo and multi-day trips discovering coastal islands or the scenic highlights of the North island.

There's even a five day trip through the South Island to Dunedin led by Shore Excursion Manager and tourism industry personality, Kim Newman, the sole Kiwi on board.

The Scholar Ship, a 201-metre ocean liner specially equipped for its role, is backed by Royal Caribbean Cruises Ltd and seven international universities.

It embarked from Athens on 5 September on a westward course for Lisbon, Panama City, Guayaquil (Ecuador), Papeete and Auckland. From here the ship sails on 13 November to Sydney, then on to Shanghai, Macau and finally Hong Kong.



The international universities that serve as The Scholar Ship's "Academic Stewards" include the University of California Berkeley, Macquarie University (Sydney), Fudan University (China), Tecnológico de Monterrey (Mexico), Cardiff University (UK), Al Akhawayn University (Morocco); and the University of Ghana. Macquarie University has been designated to award academic credits to students who successfully complete the programme.

Senior executives of major corporations such as Fuji Xerox, IBM, InterContinental Hotels, KPMG, Microsoft, and HSBC Bank have helped ensure the programme learning outcomes are relevant and practical for students. The Scholar Ship's introduction reflects an increased interest and extraordinary growth in enriching study abroad programmes worldwide.

A scholarship fund to the value of NZ\$2.5m (US\$2m) has been established for the 2007/2008 academic year to broaden the availability of the programme to students from diverse backgrounds. Scholarships are awarded based on academic merit and economic need. **Source : scoop**

CASUALTY REPORTING



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

Gezonken bunkerboot "Jacomien" geborgen

Bergers van **MULTRASHIP SALVAGE B.V.** uit Terneuzen hebben vandaag de berging van de gezonken bunkerboot "Jacomien" succesvol afgerond.

Dinsdag 6 november omstreeks 05.30 uur zink de bunkerboot door nog onbekende oorzaak in de haven van Yerseke. Een onbekende hoeveelheid gasolie is daarbij vrijgekomen in de haven. Het schip was geladen met 55 cub gasolie.

Multtraship mobiliseerde direct een bergingsteam en stuurde de bok **Delta** en het bergingsvaartuig **Ri-Jos** ter plaatse. Tevens werden olieschermen rond het schip en de havenmond gelegd om te voorkomen dat de vrijgekomen gasolie de oesterbanken zou bereiken.

Dinsdag omstreeks 16.15 uur werd de bunkerboot door de bok **Delta** gekanteld en gelicht en konden de bergers beginnen met het overpompen van de lading van het schip in daartoe gemobiliseerde vacuumwagens. Omstreeks 20.30 uur was het schip weer drijvende.

De "**Jacomien**" werd naar Scheepswerf van Os in Yerseke gesleept alwaar het schip op schade wordt geïnspecteerd. De olie opruiming duurde nog tot woensdag rond de middag. **Source : Multraship**

Bunker spill after box ship hits Bay Bridge

The motor vessel **Cosco Busan**, a 900-foot container carrier, allided with one of the towers of the San Francisco Bay Bridge Wednesday morning, prompting a response from the Coast Guard, CALTRANS, the city of San Francisco and several other state and local agencies.



The collision occurred at 8:30 a.m. when the vessel, out bound at the time of the accident with a pilot onboard, reported damage to the forward left side causing IFO380 bunker fuel to spill into the San Francisco Bay. Fuel was transferred from the compromised tanks to stop the leaking and clean up actions were immediately initiated to begin the removal of fuel from the San Francisco Bay.

A preliminary estimation of the actual amount of fuel spilled into the bay has been announced at 58,000

gallons using tank measurement methods. Approximately 8,000 gallons had been recovered as of 8:30 p.m. last night

CALTRANS has confirmed there is no structural damage to the SF Bay Bridge. The following beaches are closed until further notice as a precautionary measure for public health concerns; Baker Beach, Crissy Field, China Beach, Kirby Cove, and Fort Point.

The Bay Area Air Quality Management Board is actively participating in safety monitoring and will perform sampling of air along port property. Ferry schedules have not been interrupted because the spill did not pose risks to passengers or crews.

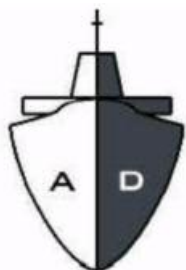


The Coast Guard Captain of the Port has ordered the vessel to Anchorage 9. The U.S. Coast Guard is the lead agency for both monitoring and clean up of the spill. A Unified Command has been set up with the US Coast Guard, California Fish and Game Office of Oil Spill Prevention and Response and the O'Brien's Group (contracted by the responsible party). Pollution investigators and marine inspectors from the U.S. Coast Guard are continuing their investigation into the amount of the fuel and the cause of the accident. **Source : MarineLog**

NAVY NEWS

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Indian Navy team to discuss Gorshkov price hike with Russia

Days ahead of Prime Minister Manmohan Singh's visit to Russia, a top-level Indian Navy delegation is heading for Moscow to discuss the delay and price escalation in the Admiral Gorshkov aircraft carrier deal — perhaps, the most thorny issue between the two countries.

The first official hearing by India on the price escalation is scheduled to take place this week. A detailed financial and technical plan, outlining the specific areas where Russian shipbuilders feel costs need to be increased, will be presented to the Indian side for the first time. Moscow has made it clear that the cost of the warship will need to go up by at least \$350 million. However, Indian officials fear that the final escalation may end up being much more. This comes even as questions are being raised on the original decision by the NDA government to procure the warship from Russia in 2004.

But, India cannot back off from the deal considering that payments amounting to over \$450 million have already been made for refurbishing the aircraft carrier. The original price quoted for refurbishing the carrier was just under \$980 million.

Sources confirmed that the Prime Minister has already been briefed on the issue and the matter is likely to come up for discussions during his Moscow visit starting Sunday.

The matter also came up during Defence Minister A K Antony's visit to Moscow last month for the India-Russia Inter-Governmental Commission on Military Technical Cooperation (IRIGC). The minister had admitted that there was a delay in the project and an expert group was being constituted to speed up the process.

While the Indian Navy had reconciled itself to the fact that the delivery of the ship would be delayed from the original deadline of August 2008 by a few years, it had been adamant that the original price contract needs to be honoured.

This meeting is the first indication of a softening of stance on the price issue. However, the Indian delegation has not been authorised to negotiate with Russian officials or sign any kind of an agreement. It has just been deputed for the specific purpose of listening to the Russian argument for escalation. The Indian team, including Vice-Admiral B S Randhawa, Vice-Admiral Dilip Deshpande and a Joint Secretary from the Defence Ministry, will leave for Moscow on Wednesday. **Source : indianexpress**



The **RFA GOLD ROVER** seen moored in Cape Town

Photo : Bob Johnston ©

Patrol Ship of Navy Forces of France arrived in Vladivostok

Its visit finished the international activity of the Pacific Navy of Russia in 2007

The ship of the Navy Forces of France "**Vendemiare**" arrived in Vladivostok. Its visit finished the international activity of the Pacific Navy this year.

As the service on information and public relations of the Pacific Navy reported to RIA PrimaMedia, beginning from 1992 it is the ninth visit of French seamen to Vladivostok and the third visit of this ship. For the first time "Vandemier" was a guest of our city in 2000, the second - in 2004. The main purpose of this visit is strengthening of friendship and naval cooperation between the navies.

The frigate "**Vendemiare**," the name of which is translated as "**Vintage**," will be in Vladivostok for three days. During this time guests will meet with the headquarters of the Pacific Navy, pay a visit to the Head of the city, honored burials of the French at the Morskoye cemetery and lay a wreath to the eternal fire of the memorial complex of "Battle Fame of the Pacific Navy."

During the good will visit French seamen met their Russian colleagues and organized a visit to the ship by residents and guests of the Primorye capital.

The large anti-submarine ship "**Admiral Vinogradov**" commanded by the captain of the first rank Peter PODKOPAYLO will act as the ship-host from the Pacific Navy.

For reference: the patrol ship "**Vendemiare**" is intended for escort, convoy and scouting. It was launched in 1993. The structure of the crew is almost 100 people. Its length is 93,5 meters, width - 14, displacement - 2950 tons, speed - 20 knots, endurance - 10000miles, autonomy - 50 days. Armament is a 110mm artillery plant, 2 multi-purpose (anti-aircraft) weapons, light (lifting capacity - up to 400kg) helicopter, launchers of anti-vessel missiles "Exocet."

Source : **vladvostoktimes**

Bright Archer Takes Off

Both landing platform dock (LPD) ships of the Royal Netherlands Navy (RNLN), **HrMs Johan de Witt (L 801)** and **Rotterdam (L 800)** are en-route to an area southwest of England today for the first exercise of the NLMARFOR one-star battle staff using the command facilities on the new, yet-to-be-commissioned, **Johan de Witt**.



The 16,500-ton **Johan de Witt**, equipped with extensive C4I facilities to accommodate and support a headquarters afloat, will work with the smaller LPD **HrMs Rotterdam** and 1 (NL) Marine Battalion, as well as British and German aviation units.

Photo : **Willem Koper** ©

During the exercise (dubbed **Bright Archer 07**), the Marine Battalion will perform a landing on the English coast and conduct operations under command of the NLMARFOR headquarters afloat.

The NLMARFOR task group headquarters (size: up to 150 officers and NCOs) is to achieve full operational capability in mid-2008 and is scheduled to lead the amphibious task group assigned to NATO Response Force 12 (which will be standby in the first half of 2009).

That group is to include both **Johan de Witt** and **Rotterdam**, one of the Dutch Marine Battalions, a fleet replenishment ship plus a contingent of Marine forces from Norway, including their Combat Boat 90 landing craft.

Eurocopter AS 532U2 Cougar Mk 2 tactical transport helicopters of the Netherlands Defense Helicopter Command are also scheduled to be part of this group, as well as a Dutch hydrographic survey ship that can perform rapid environmental assessment of potential landing areas.

Last month, NLMARFOR led a combined Dutch-Croatian maritime force in the Adriatic Sea which acted as the sparring partner for the French-led FRMARFOR group (centered on the amphibious projection and command ship **Tonnerre**). That will be the core of the maritime component of NATO Response Force 10 (on standby in the first half of 2008).

The episode in the Adriatic (and Mediterranean) was dubbed exercise Noble Midas, during which the NLMARFOR staff was embarked on board the LCF-type air defense and command frigate **HrMs Tromp**.

In one of its upcoming issues, Defense Technology International (DTI) will bring a detailed article on the role that maritime forces such as FRMARFOR and NLMARFOR play in the NATO Response Force and other crisis response forces. Source : **aviationweek**

New Stripped Warship Spotted in N.Korean Port

Google Earth is making waves with an image of a warship anchoring, its weapons removed, in Nampo port near the Taedong River in North Korea. The 3,000-ton **Krivak-class** frigate was manufactured in Russia.

The picture of the 3,000-ton destroyer has set tongues wagging because the North was only known to have three warships with a displacement of more than 1,000 tons -- two 1,500-ton Najin-class frigates manufactured in the 1970s and one 1,600-ton Soho-class frigate in the 1980s.



An image of a 3,000-ton Russian Krivak-class frigate anchored in Nampo port near the Taedong River in North Korea./**Google Earth**

South Korean and U.S. intelligence authorities assume that the warship was imported as scrap metal given that it has no guns and radar. But it is possible that the North will install weapons in the vessel to use it as a warship, since Pyongyang has long tried to import large warships from China and Russia in response to South Korea's construction of warships with a displacement of more than 3,000 tons including a 7,000-ton Aegis

vessel.

A military source on Tuesday said the South Korean military is "keeping an eye" on the Russian-made warship, since there is intelligence that North Korea will equip the vessel with helicopters to use it as a flagship. The existence of a warship-building yard near Nampo port backs that intelligence. But another source said the North imported the warship "for display."

Experts say that the warship is likely to be the latest Krivak III model. A fully functional Krivak III is 123.5 m long and 14.2 m wide and equipped with SA-N-4 ship-to-air missiles and KA-27 helicopters. Built in the mid 1980s, it is still used by the Russian Navy. **Source : chosun**



The frigate "**GENERAL JOSE TRINIDAD MORAN**" seen leaving Puerto Cabello, Venezuela.

Photo : Crew Jo Calluna ©

SHIPYARD NEWS

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Bharati books PSV orders

India's Bharati Shipyard Ltd has won an order for two UT 755LN Platform Supply Vessel from Opielok Bereederungs GMBH & Co. KG., Hamburg, Germany. The total price of each vessel is US\$ 26.50 million.

The design is a lengthened version of the Rolls-Royce UT L755 series with a bulbous bow to reduce fuel consumption. The vessels will be operating in the North Sea under harsh environmental conditions and will have dynamic positioning and fire fighting capabilities. **Source : MarineLog**

Drydocks World Sets up New Group

Drydocks World, a subsidiary of Dubai World, has announced that it has successfully completed the setting up of a new group under its umbrella. Geoff Taylor, CEO of Drydocks World, said Drydocks World will monitor, control and set procedures in respect of finance, HR and other common functions in group companies. Those in the group at present include Drydocks World Dubai, which is an amalgamation of Dubai Drydocks and Jadaf, Drydocks World Singapore, formerly Pan United Marine, Drydocks World Batam, a green field development in Indonesia, Platinum Yachts FZ and Platinum Yacht management. Drydocks World Dubai is the complete amalgamation of Jadaf Shipyard and Dubai Drydocks. These companies started operations in 1979 and 1983 respectively, and, have grown to become international and regional leaders in their own fields. Jadaf have always served the smaller vessel owners whilst Dubai Drydocks, with the largest repair docks in the world, have focused on the upper end of the market. Hamed Bin Lahej, COO of Drydocks World, explained that the huge investment in Drydocks World Dubai, which now boasts 3 graving docks, two floating docks, a 120 metre load in/out hydra lift, a 3,000 and 6,000 tonne shiplift, 44 dry berths, three of which are covered for mega yacht building and repair, a 700 tonne yacht lifter, and 6 kilometers of wet berths will further establish Dubai as a major maritime hub. This ship repair, conversion and new building group will be able to service vessels of any shape or size. Platinum Yachts, established in 2002, is responsible for the completion of the 163 meter mega yacht MY Dubai and is currently engaged in two further mega yacht projects and a number of repair and refitting contracts. Once the company is moved to new purpose built premises within Dubai Maritime City, they will be completing two 80 meter yachts, the hulls of which will be constructed in the Drydocks World Dubai Ship building yard. Platinum Yacht management will be focusing on attracting business from the increasing number of residents and visitors who will need yacht support services in this region. These services would include, but not be limited to, berths, insurance, stores and technical support through other group companies. Drydocks World Singapore, the most recent acquisition for the group, is completely aligned with the activities and expansion plans of Drydocks World. This business currently has a full order book for offshore supply, and similar vessels, until 2012.

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The **SAMPOGRACHT** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©

Fairmount Marine suspends management work for FHT

Fairmount Marine has informed Fairstar Heavy Transport (Fairmount Heavy Transport or FHT) that all management activities rendered by Fairmount Marine to Fairstar/FHT have been suspended, including the ship management of semi-submersible heavy lift vessel Fairmount Fjord, presently under conversion in Malta, and of the semi-submersible heavy lift barge, Fairmount Fjell, because of non-fulfilment by Fairstar/ FHT of the contractual terms and conditions of the management agreement between Fairmount Marine and Fairstar. **Source : Offshore Shipping online**

Bourbon reports soaring revenues

Paris-based Bourbon reports that third quarter 2007 revenues rose 35% over the same period in 2006 to total EUR 200.4 million euros. This growth was driven by higher revenues in all divisions.

Over the first 9 months of this year, revenues were up 31.5% at current exchange rates (40.2% at constant exchange rates).

Chairman and Chief Executive Officer Jacques de Chateauvieux stated: "This new increase in revenues in the third quarter reflects the excellent level of activity of our two divisions in all our operating regions. Bourbon is benefiting both from the steady rate of new vessel deliveries and a favorable market context that should continue in the fourth quarter."

During the third quarter of 2007, revenues generated by the Offshore Division rose 24.3% over the same period in 2006 (31.1% at constant exchange rates). This growth is explained by the integration over the last 12 months of 32 new vessels in the Bourbon Offshore fleet, eight of which were delivered in the third quarter.

Revenues recorded by vessels operating under external charters totaled EUR 13.4 million for this quarter. These vessels traditionally generate lower margins than owned vessels.

Third quarter 2007 revenues recorded by the Bulk Division totaled EUR 66.1 million, an increase of more than 60% over the same period in 2006 (72.9% at constant exchange rates).

Because of its long-term contract policy, the Bulk Division did not fully benefit from the high cargo spot prices recorded this quarter. Cargo tonnages shipped increased to 4.47 million tons, up from 4.11 million tons over the same period in 2006.

On September 28, 2007, the Bulk Division took delivery of the Thermidor, a new 53,500 ton bulk cargo Supramax vessel, which immediately began operations under very favorable conditions.

During the quarter, Bourbon ordered a series of 10 Supramax vessels (deadweight of 58,000 tons) and four Panamax vessels (74,500 tons deadweight).



SIBA SHIPS SETS NEW LIVESTOCK RECORD

ITALIAN-based Siba Ships says it has set a new record for livestock shipment, moving 22,100 steers and heifers from Darwin, Australia to Jakarta and Panjang, Indonesia in one shipment aboard 50,947 gt, 1980-built and Panama-flag livestock carrier **Deneb Prima**. The previous global record was 20,900 cattle, on the same ship.

The cattle on board took 36 hours to load, weighed a total of 8,000 tonnes and consumed 200 tonnes of feed per day on their voyage. Mauro Balzarini, chairman of Siba Ships, says the cattle trade to Indonesia is a vital export trade for Australia and provides a major protein source for South East Asia. "Our modern ships carry the animals safely and kindly, with plenty of space, light, food, air and water, and they arrive at their destinations in great shape," says Balzarini.

Siba also began a new regular service this week by shipping one of the largest ever consignments of dairy cattle from Australian shores, from Portland, Victoria, to Mexico. The 9,461 Jersey and Friesian heifers were loaded aboard the

29,770 gt, 2002-built and Italian-flag **Becrux** last Sunday for a 14-day voyage to Mexico - marking the start of a regular series of shipments from Australia to Latin America. **Source : Maritime Global Net**



The **VIKING RAASAY** seen in Great Yarmouth 29th October 2007

Photo : Derek Sands ©

COSCOL orders two large semi-submersible heavy lift vessels

COSCOL Shipping Co Ltd of Guangzhou, China has signed a contract for two large semi-submersible heavy lift newbuildings with Guangzhou Shipyard International (GSI) in China.

This is the second contract signed as part of COSCOL's newbuilding programme for the semi-submersible transport and installation market. The vessels will be delivered in September 2010 and March 2011. The purpose-built heavy lift vessels have a large open cargo deck measuring 177m x 43m, capable of transporting the largest semi-submersible and jack-up rigs currently in the market.

The vessels are highly versatile and can handle a wide range of cargoes such as offshore structures, drilling rigs, topsides, jackets, FPU's, FPSOs, barges and other floating and non-floating structures.

Capable of stern or side loading, the new ships can submerge their main cargo decks up to a depth of 13m in order to load large floating structures. Ballasting will be controlled by large capacity compressors which will enable operations to be completed in just over four hours. The propulsion system is diesel-electric and will provide a service speed of 14 knots. Prime design considerations of safety and reliability resulted in double separate redundant propulsion (with Class notation RPS) and ballast systems.

COSCOL's new vessels will be particularly suitable for the float-over installation of large topsides thanks to their ample strength, stability and ballast capacity. The aft buoyancy casings can be easily and quickly relocated using the vessel's own equipment. The commercial management and marketing of the vessels will be handled under exclusive agreement by Houston/Rotterdam-based NMA Maritime. The COSCOL newbuilds will have a deadweight of approximately 50,000 tonnes, length overall of 216.7m, length between perpendiculars of 212.1m, breadth of 43.0m, loaded draft of 9.85m, hull depth of 13.0m and cargo deck measuring 177.6m x 43.0m. **Source : Offshore Shipping online**

TBS International Ltd. Acquires Multipurpose Tweendecker

TBS International Limited announced that it has entered into an agreement to acquire the M.V. **African Sanderling**, to be renamed the **M.V. Hopi Princess**, a 1984 built, 20,401 dwt multipurpose tweendecker. TBS agreed to acquire the vessel charter free for \$18.3m with expected delivery between mid-January and mid-February 2008. Following this acquisition as well as the previously announced acquisitions of five other vessels, TBS' fleet will comprise 40 vessels in total, with an aggregate of 1,179,223 dwt, including 21 multipurpose tweendeckers and a combination of 19 handysize and handymax bulk carriers.

HAMBURG SÜD BUYS COSTA CONTAINER LINES' LINER BUSINESS

GERMAN shipping company Hamburg Südamerikanische Dampfschiffahrts-Gesellschaft (Hamburg Süd) says it is buying Costa Container Lines' liner services in the following trades: Western Mediterranean / East Coast South America East Coast South America / Caribbean and Mexico Western Mediterranean / North Coast of South America and

Caribbean Italy / Turkey and Greece Italy / Algeria Italy / Syria, Lebanon and Egypt

The purchase price has been disclosed but, with volumes of about 360,000 TEU, CCL generated a turnover of some euros440m last year.

Left : The **CALA PALMA** seen in Bremerhaven –

Photo : Piet Sinke ©



Hamburg Süd says that it will take over the CCL organization including its land-based staff in Italy as well as of the CCL agency subsidiaries in Europe, Central and South America. Hamburg Süd will also assume the business related contractual relationships of CCL, including customer contracts, time charter, leasing, terminal and stevedoring, agency and other service provider agreements. Hamburg Süd will furthermore take over the CCL container fleet and will be chartering the CCL / GF Group owned container vessels.

The German company says: "Subject to the completion of the consultation process with the staff representatives in Italy and to the approval by the competent antitrust authorities the transfer of the business is scheduled to become effective on December 1, 2007."

GF Group will stay in shipping through the chartering of vessels owned by CCL or other group companies and through the operation of conventional reefer ships complementing the GF Group core activities in the international fruit trade. GF Group will also strengthen its activity as port service provider, in particular in the Savona-Vado terminal, where an increase of volumes and trade is foreseen for the next future.

Hamburg Süd will says it continue using the well-established brand Costa Container Lines and is confident that by adding the CCL business and by integrating the experienced staff of CCL and of its agencies, it will further strengthen the position of Hamburg Süd in the core North / South trade lanes and its service network. **Source : Maritime Global Net**

MOVEMENTS



Nyathi taken at Lyttelton, New Zealand 07.11.07 on her first visit. The tanker is a replacement for **Taiko** which was sold to Singapore interests earlier in the year. The ship will operate a coastal service around New Zealand ports from the Marsden Point refinery at the top of the North Island. In January 2008 **Nyathi** will be renamed **Torea**.

Photo : Alan Calvert ©



No smoke no power ! The **SPRING BOB** seen departing from Willemstad (Curacao)

Photo : Kees Bustraan ©

MARINE WEATHER

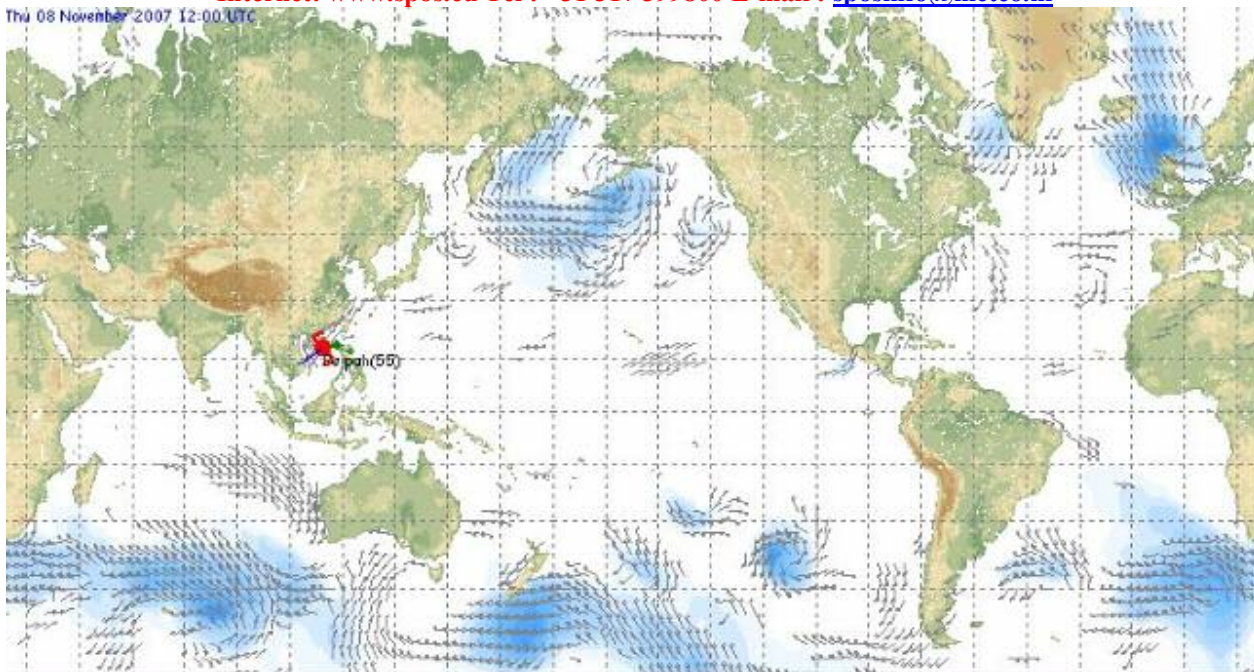
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.... PHOTO OF THE DAY



Allseas **SOLITAIRE** seen at night from the **OCEAN LEXINGTON** offshore Port Said (Egypt)
Photo : Crew Ocean Lexington

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