

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 279



Number 279 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 04-12-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

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

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



**The tugs FAIRPLAY 28 and FAIRPLAY 22 seen in Rotterdam-Europoort
Photo : Fred Vloo ©**

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

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

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



The **RED SEA FOS** seen departing from Cape Town with the **MIGHTY SERVANT 3**

Photo : Ian Cameron ©

Troubled waters over New Flame salvage operation

Salvage operations to cut and refloat the stricken cargo vessel **New Flame** have recently been halted after a dispute over the cost of the operation and initial failures to cut up the vessel as first proposed, according to maritime sources.

The operation, which was expected to be completed within weeks of the General Election, with cutting operations to split the tanker having started just before the general election.

Since the operations started gibfocus understands that the initial first phase of cutting was met with technical problems when one of the holds of the vessel collapsed. This leading to changes in the position in which the vessel was to be cut as the risk of continuing were assessed. Since the initial failure little work has been undertaken to continue with the cutting operations, both the effects of severe weather conditions, as well as a rift over the cost of the operation, recently seeing the vessel seemingly abandoned to the weather conditions.

Unconfirmed reports have suggested that the salvage operation has been halted due to ongoing disputes and concerns over the actual cargo still onboard the vessel.



With weather conditions expected to worsen during the coming weeks maritime experts have indicated that the delay in breaking up the vessel could now see nature take its course forcing the maritime authorities to respond to its break up under severe weather conditions, rather than from a controlled break up. **Source : Gibfocus**



Reddingsactie voor stoomsleper

Bij de familie Vastenhout weten ze het even niet meer. Al vanaf de jaren '70 ontfermen ze zich over de stoomsleper **Finland**, de oudste sleper van Rotterdam, gebouwd in 1918 in opdracht van Piet Smit, en dienst gedaan tot in de jaren '50. Sindsdien is het een historische attractie voor liefhebbers. Maar nu ligt het schip werkeloos in de Leuvehaven. Bij de laatste tocht ontstonden er ketelproblemen en hebben de vlampijpen het begeven.



Foto : Cor Vos

Nu is de '**Stoomstichting Finland**' naarstig op zoek naar sponsors om de ketel te herstellen. „Dit kunnen we eigenlijk niet betalen, het water staat ons aan de lippen,” zegt de 75-jarige Daniël Vastenhout, die beter bekend staat als Baas Beer.

En dat doet pijn. Baas Beer heeft vroeger met liefde op stoomschepen gewerkt, zijn zoon Wim deelt de passie en werkt bij het Maritiem Buitenmuseum in de Leuvehaven. „Ik stookte 'm vroeger tot aan de

rooie en ging op volle kracht vooruit,” vertelt Baas Beer trots. „Het is een hele kunst hoor. Je moet de kolen gelijkmatig over het bed verspreiden, anders krijg je krimpande pijpen.” Van benzine- of diesel motoren moet hij niets hebben. „Je drukt op een knopje en je vaart... Dat kan je toch geen werk noemen?” **Source : AD**



The Van Oord cutter dredger **Zeeland 2** under tow passing Kronstadt behind de tugboat **H.Kanter** (homeport Tallin). **Photo : crew Barent Zanen ©**

Somali pirates free UAE-owned cargo ship

Somali pirates freed on Sunday a Comoros-flagged cargo ship owned by businessmen from the United Arab Emirates and held for six weeks with a 22-man crew since its capture off Mogadishu, a regional maritime group said.

'According to information we have received, the ship has been released,' Andrew Mwangura, of the East African Seafarers' Assistance Programme, told Reuters of the **Al Marjan**, citing shipping sources in the area. 'They must have paid a ransom. They cannot be released so easily if not. But we don't have full details yet.' Mwangura said he thought the **Al Marjan** would come to Kenya's Mombasa port, from where it headed to Mogadishu with general cargo before

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 279

being seized 10 nautical miles offshore on Oct. 21. 'Since she was hijacked, there were no communications at all. It is a relief she's free,' said Mwangura, whose Mombasa-based group seeks to help sailors in the region and is a key source of information on piracy.

The crew were mainly Indian nationals, added Mwangura. Piracy has been rife off Somalia since it plunged into anarchy with the 1991 fall of a dictator. Pirates also hijacked a Japanese chemical tanker, the **Golden Nori**, at the end of October, and are thought to be seeking a ransom of more than \$1 million. The **Golden Nori's** 23-man crew are from Myanmar, the Philippines and South Korea. **Source : Khaleej Times**



Above / below seen the Heerema fleet working on BP's **Thunderhorse PLET** re-installation in the Gulf of Mexico



Working at 5800 ft waterdepth the **Thialf, Balder, Normand Master, Retriever, Union Manta, Skandi Neptune** and **Toisa Vigilant** are re-installing PLET's (pipeline endterminations).
Photo's : Willem van Woercom ©

Kustwacht houdt 12 illegalen bij Aruba aan

De Kustwacht voor de Nederlandse Antillen en Aruba heeft in de nacht van 1 december bij Aruba 12 illegale immigranten aangehouden. De twee bemanningsleden zijn ook aangehouden.



In de nacht van 1 december omstreeks 03.00 uur op ongeveer vier mijl ten zuiden van Barcadera op Aruba nam de cutter Panter van de Kustwacht NA&A tijdens een patrouille een onverlichte motorboot waar. De boot had motorpech en dreef af en had geen geldige registratie papieren. Aan boord bevonden zich 12 illegalen met Colombiaanse nationaliteit. De 2 bemanningsleden waren Venezolanen. De boot is opgebracht naar Barcadera. De illegalen zijn aangehouden en overgedragen aan IASA die zorgt voor de verdere afhandeling van de zaak. De twee bemanningsleden zijn overgedragen aan het Korps Politie Aruba. **Source : Kustwacht voor de Nederlandse Antillen en Aruba**

BOEGANKER VOOR JOEP SLOKKERS



Tijdens zijn afscheidsfeest in het Kasteel van Rhoon te Rhoon ontving vrijdagmiddag 30 november Joep Slokkers het Boeganker van de directie van het Havenbedrijf. Dit is een hoge onderscheiding die slechts enkele malen per jaar wordt uitgereikt aan personen die gedurende vele jaren vanuit een leidinggevende positie een vitale bijdrage hebben geleverd aan de Rotterdamse economie.

Foto : Ben Wind ©

Als directeur van Interriijn is de heer Slokkers méér dan dertig jaar een belangrijke en creatieve binnenvaartondernemer geweest in de Rotterdamse haven. Onder zijn aanvoering groeide het bedrijf uit tot toonaangevend in het vervoer van auto's, ro-ro voor zware lading en bulkclading over de Rijn. Joep Slokkers stond aan de basis van het Rotterdamse ro-ro binnenvaartconcept en was de initiator van de eerste binnenvaartdienst tussen Rotterdam en de Zwarte Zee. Hij blijft als adviseur verbonden aan Interriijn.

ANTARCTIC DIESEL SLICK THREATENS PENGUINS AND OTHER WILDLIFE

One week after the ill-fated cruise ship **M/S Explorer** struck an iceberg and subsequently sank in the frigid waters of the Antarctic Ocean, the accident continues to pose a major environmental threat to the pristine region's fragile ecosystem.

A team of Chilean scientists recently returned from the Antarctic told the daily La Tercera that fuel from the sunken vessel has now spread into a five-kilometer slick. Although the fuel (mostly diesel) is less polluting than crude oil, it is still highly toxic and could directly affect seals, sea lions, penguins and other animals that inhabit the area.

Another problem is that the fuel isn't just on the surface of the water, but is continually rising from 1.5 kilometers below the surface, meaning the toxic substance is also affecting the fish and other sea creatures upon which the region's birds and sea mammals prey.

"There's always an environmental risk when fuel leaks into the ocean, especially in a zone that boasts a high level of biodiversity," said scientist Verónica Vallejos.

Vallejos and her colleagues are particularly concerned about how the leaked fuel might affect the area's penguin populations. Three different types of penguins inhabit the islands nearest the site of the accident.

"The concern is that this fuel slick will obstruct the journey species such as the Papua penguin make this time of year to Ardley Island, home to the largest breeding colony of these penguins," said marine biologist María José Roselló.

The S/M Explorer sank Nov. 23 near the South Shetland Islands and the Antarctic peninsula called Graham Land. More than 150 passengers and crew were evacuated safely by lifeboats and then taken to King George Island, where they were clothed, fed, and checked by physicians in Chile's Eduardo Frei Montalva air force base.

Despite the severity of the situation, no deaths or injuries were reported, and all of the passengers have since left the country. The vessel sank hours later and now lies on the ocean floor at a depth of some 4,921 feet (1,500 m) (ST, Nov. 26).

Environmentalists warn that the sunken ship poses environmental risks that go beyond just the leaked diesel fuel.

"Aside from the effects of the spilled fuel, we are also worried about parts of the ship such as the painting and the heating and air conditioning systems. Those could definitely affect the Antarctic's marine life," Samuel Leiba of Greenpeace Chile told the Santiago Times earlier this week. **Source : Santiago Times, Chile**

Carnival Disappearance

The Coast Guard suspended its search Sunday (02 Dec) for a 77-year-old man who disappeared from a Carnival cruise ship sometime Friday night or early Saturday in the Gulf of Mexico's Southwest Pass as it approached New Orleans to finish a five-day cruise. The man, who was traveling alone in a balcony suite on the **Carnival Fantasy** liner, had roused concern among several passengers and was being casually monitored by Carnival staff, said Coast Guard Lt. j. g. Alex Yuille.

Carnival staff forced entry to the man's cabin after he failed to disembark Saturday morning, said Karen Terry, a Carnival spokeswoman. The man's cabin door was locked from the inside, and when staff entered his room, he was gone, Yuille said.

A half-empty bottle of vodka was left near the balcony outside his cabin. He was last seen between 7 p.m. Friday and 4 a.m. Saturday morning. He could have left the ship anywhere from three to 15 miles offshore, Yuille said.

Coast Guard received the report of a man overboard at approximately 10 a.m. Saturday after the ship moored in New Orleans and launched a search by helicopter and plane, Yuille said. Foul play is not suspected, Terry said.

The Coast Guard searched approximately 400 square miles in the Gulf of Mexico and part of the Mississippi River from the Southwest Pass at the mouth of the river, north to New Orleans. **Source : ShipTalk**

ULSTEIN DESIGN IS "FASTEST GROWING"

NORWAY'S business daily Dagens Næringsliv and international research giant Dun & Bradstreet have named Ulstein Design the fastest-growing company in Norway.

Dagens Næringsliv announced that Ulstein Design had won its annual Gazelle award at a gala event in Oslo's SAS Plaza Hotel on Thursday, 29th November. Ulstein Design's managing director, Rolf Inge Roth, and three of his colleagues were on hand to accept the prize from Dagens Næringsliv's editor-in-chief Amund Djuve.

Gazelles refer to small- and medium-sized businesses that experience tremendous growth and thereby act as engines for national economies. For five years, Dagens Næringsliv has awarded a national gazelle award to the most outstanding example that year. After joining the exclusive company of over 3,600 gazelles in Norway this year, Ulstein Design beat out the best of the best for the national award.

Receiving the award at a special event attended by hundreds of business leaders in Oslo Thursday, Mr Roth linked the company's success to the commitment of its owners and the knowledge of its employees. "For years, we have been pouring investment and effort into our ideas, and now we are seeing the results. I am proud on behalf of our employees and our owners," he said. **Source : Maritime Global Net**

Five Storey Faller

A man is still hospitalized after falling five stories of a cruise ship. The unidentified man was on a Norwegian cruise ship coming from Key West to Charleston, South Carolina.

He reportedly fell from the eighth story and onto the lower deck of the ship. He was airlifted about ten miles off shore and taken to the trauma center at Jackson Memorial Hospital in Miami.

The man's alcohol consumption will be investigated as witnesses reported the man seemed intoxicated. **Source : Shiptalk**

Onderbemand binnenschip stilgelegd

De Waterpolitie van het Korps landelijke politiediensten (KLPD) in Maarssen heeft zaterdag 1 december op het Amsterdam-Rijnkanaal een binnenvaartschip stilgelegd omdat maar de helft van de voorgeschreven bemanning aanwezig was. Verder kreeg de 45-jarige schipper uit Maasbracht proces-verbaal voor het varen in bloktijd op een eerder tijdstip en het niet invullen van de rusttijden.

Het schip voer tijdens de controle met een lading soja richting Wijk bij Duurstede. Omdat het schip door de Waterpolitie op 20 september om 01.00 uur wasesignaleerd op de Zuidwillemsvaart, werd gekeken of het vaartijdenboek op die dag ook correct was ingevuld. De schipper had echter vermeld dat het schip op die datum en dat tijdstip stillag en hij rustte. De agenten zagen ook dat in het vaartijdenboek sinds 30 november de rusttijden van de bemanning niet waren ingevuld. Aan boord trof men naast de schipper een deksman aan. De voorgeschreven bemanning voor het schip was echter een schipper en een matroos. De schipper kreeg een proces-verbaal voor het varen in bloktijd in september, het niet invullen van de rusttijden en het onderbemand varen. Vanwege het onderbemand varen kreeg de schipper de aanwijzing de vaart te onderbreken en pas weer te hervatten als de bemanning aan de regels voldoet. De schipper meerde zijn vaartuig af bij de sluis van Wijk bij Duurstede.

Bron : Vaart !

CASUALTY REPORTING



Above seen the '**KAPITAN MARTYSHKIN**' departing Eastern Mole 1 (Cape Town)

Photo : Godfrey Needham ©

Two commercial ferries hit coral reef

Two commercial ferries plunged into the coral reef around the Pulau Hari coast in South Konawe regency, Southeast Sulawesi, on Friday, forcing the evacuation of more than 400 passengers.

About 450 passengers on the two ferries, which provided a daily service from the South Sulawesi capital of Kendari to the port of Bau Bau, were left shocked after the accident.

The **Sagori Ekspres** and the MV **SuperJet 15** crashed into the coral reef at the same time about 15 miles from Kendari port at 8 a.m. Waami, passenger on the **MV Superjet 15**, said that he heard and felt a hard crash on the ship's side.

No casualties were reported in the two accidents. All passengers, who were en route to Muna regency and Baubau city, were evacuated to Kendari, the capital of Southeast Sulawesi.

The head of the Kendari Search and Rescue Team, Rocky Ashikin, said that one of the two ferries had traveled off course, possibly due to human error, and the second followed in its wake several minutes later. "Those two ferries are trapped on a big coral reef," he added.

Kendari Search and Rescue Team members, assisted by the police, asked for help from local fishermen. They borrowed their boats to evacuate the passengers, a process slowed by the rising tide.

Ashikin said he was concerned the two ferries might sink on the reef. "That's why we were in hurry to evacuate them. After a hard time, at last we were successful in evacuating all the passengers on the two ferries," he added.

In the past, the **Sarliana Indah** ferry also experienced a similar accident at the same location.

Brand op cruiseschip Egypte eist vijf levens

Bij een brand op een cruiseboot op de Nijl zijn zondag vijf Egyptenaren omgekomen en twee anderen gewond geraakt. Ruim veertig Franse toeristen die aan boord waren, moesten geëvacueerd worden.

"Het vuur ontstond in de motorkamer en verspreidde zich snel over de boot", de **MS-Aurora**, zo zei een vertegenwoordiger van de Egyptische veiligheidsdiensten. De 43 Franse toeristen die aan boord waren, moesten overstappen op een andere cruiseboot. Het schip was vertrokken in Luxor en voer richting Aswan.

Bauxite carrier runs aground in Gladstone Harbour

A MAJOR salvage effort is expected to be mounted to free the bulk bauxite carrier **Endeavour River**, which ran aground in Gladstone Harbour after a near miss with a coal carrier.

A witness said the 255m-long and 35m-wide vessel was under the control of tugs when it had to be pushed out of the way of a much larger coal carrier which was leaving port. "It was a bit windy and it was a close call," he said.



"As they pushed the Endeavour's stern around, her bow got stuck in the mud and they haven't been able to get her off. With the tide dropping, I reckon this could turn into a bit of a drama. "It looked like they couldn't slow the coal carrier down and I'd say it was a near collision."

The ship was last night stranded about 500m off Barney Beach.

A 75,000 ton bauxite carrier is stuck fast on mud in the Gladstone Harbour in central Queensland after its hull was pierced by a navigation buoy this afternoon. A Maritime Safety Queensland spokesman says the

Endeavour River was approaching its designated berth after arriving from Weipa when the accident happened.

The owner of the vessel, Queensland Alumina Limited, was last night preparing a salvage plan to be approved by Maritime Safety Queensland. An MSQ spokesman said an investigation would be launched into the circumstances of the grounding.

"At the moment our priority is to get together with the owners, QAL, and sort out a salvage plan," he said.

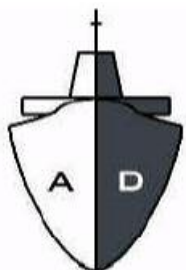
The spokesman said the grounding was not affecting the normal operation of the harbour. "It's right to one side of the channel and is not a threat to shipping," he said. "It's a coal-fired ship so there's no threat of pollution.(???)

"Maritime Safety's hydrographical survey vessel Norfolk happened to be in Gladstone at the time and has carried out inspections of the hull. We thought initially it might have been holed somewhere along the line but the hull is intact."

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



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

Sub named after state

The legacy of the **New Mexico** name will continue in the Navy with the construction of a new Virginia-class submarine, the **USS New Mexico (SSN-779)**. The nuclear-powered submarine will be the second ship of the Navy to be named for the 47th state.

The contract to build it was awarded to Northrop Grumman Newport News in Newport News, Va., on Aug. 14, 2003. Construction began in 2006 and is scheduled for completion in 2011. The **New Mexico** will displace 7,800 tons, have a length of 377 feet, a beam of 34 feet, and a speed in excess of 25 knots. It will be powered by an S9G nuclear reactor.



When delivered to the fleet in 2011, the **New Mexico** will be the sixth Virginia-class submarine. One notable feature of Virginia-class submarines is that it has two extendible photonics masts outside the pressure hull replacing traditional periscopes.

Each contains several high-resolution cameras with light-intensification and infrared sensors, an infrared laser rangefinder, and an integrated Electronic Support Measures array along with the use of fiber optics.

Virginia-class submarines can be armed with Tomahawk missiles, Mark 48 torpedoes, advanced mobile mines, and unmanned undersea vehicles.

Cmdr. Robert Dain, born in Shiprock and raised in Tijeras and Cedar Crest, east of Albuquerque, will

be the first commanding officer of the **USS New Mexico**. He says his New Mexico ties make this command an ideal job for him, and he has already been in contact with family members, the Navy League, and the **USS New Mexico Association** about the commissioning.

"This is a tremendous opportunity that comes once in a lifetime," Dain said. "The chance to be a part of the construction phase of the second ship named after my home state is truly a dream."

While the New Mexico native said he is thrilled to take command of his state's second namesake the first being the ship that served from the latter part of World War I until the end of World War II he said that was actually not a factor in his being detailed there.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 279

"It takes a lot of hard work to be selected as a commanding officer," he said. "Many factors are involved, but I think what lead to my selection was my experience in engineering and shipyard environments. I am eager to command the Navy's newest class of submarine."

While Dain, who has served in the Navy for 21 years, is looking forward to commanding a new ship bearing his state's name, he said he looks forward most to leading the people under his command.

Dain was detached last March as Submarine Squadron 7's deputy commander for readiness to begin the Submarine Command Course prior to assuming command of **New Mexico's** pre-commissioning unit last August.

"My philosophy is taking care of my people," Dain said. "They are my greatest asset. I would like to get the crew going in the right direction for success and establish the processes that will enable success. A successful commanding officer takes good vision and hard work from the commander and the entire team."

Dain attended St. Pius X High School in Albuquerque, graduating in 1982. He then attended Colorado State University, where he graduated with a bachelor's degree in electrical engineering. The crest of the USS New Mexico was designed by Emilee Sena, a senior at St. Pius X High School. Her winning design was chosen by the crew of the New Mexico out of 180 designs submitted from schools throughout the state.

"My design incorporates an image of a New Mexico sunset, representing the beauty that makes New Mexico the 'Land of Enchantment.' The Sandia Mountains are shown at the time of day when they demonstrate why they are called the Sandias their pink shade," she explained.

"The red in the upper right corner represents the red in our nation's flag, symbolizing valor and the blood that has been shed to protect our country. The blue in the lower left corner represents the blue of the American flag, symbolizing justice, vigilance, and perseverance. The Zia symbol represents the state flag, as well as the prominence of the sun in New Mexico. The shape of the emblem is unique because it reflects the influence of the Native American people in New Mexico. The shape is a design that can be commonly found in Native American Art, such as those found on blankets and pots.

"The naval dolphins on the sides are symbols for naval submarines. They shine with a white color because they represent the white on the American flag. This color symbolizes purity and innocence. The submarine in the center represents the USS New Mexico a Virginia-class submarine. It has a bow wave in front because it is in motion. The gold in the border symbolizes courage, prosperity, wisdom, and confidence. These are all essential qualities for members of the Navy.

"There is a nuclear symbol in the bottom left corner for two purposes, one to represent that the Virginia-class submarines are nuclear submarines and the second being that a lot of nuclear development has taken place in New Mexico at Sandia and Los Alamos National Laboratories, and so this honors that have and will contribute to the growth of nuclear advancements."

The sub's motto will be "**Defendemos nuestra tierra**" Spanish for "We defend our land. **Source : Alamogordo Daily News**

Swedish build patrol boats delivered to Poland

SSG-GÖTEBORG. Swedish Dockstavarvet has delivered four IC 16 MIII type patrol boats to the Polish Border Guard. Two of them were named this Wednesday and will serve in Swinoujście and Kolobrzeg. The patrol boat is based on the same hull as the Combat Boat 90 H, which was designed by FMV, the Swedish Defence Materiel Administration, and engineered and built by Dockstavarvet for the Swedish Navy. The Polish version of the patrol boat is fitted with two Scania DI 16 Marine Diesels powering two Rolls Royce FF-410 water jets, giving a top speed of 42 knots.

Since 1975, Dockstavarvet has delivered over 240 combat boats, patrol boats and pilot boats to Denmark, Norway, the UK, Russia, Greece, Mexico, Malaysia and Sweden.



The ALGERIAN 1984 built **LST 473 KALAAT BENI RACHED**

Photo : Cor van Niekerken ©

Technical Details

D: 2,130 tons (fl) S: 16 kts Dim: 93.0 (80.00 pp) × 15.0 × 2.5
A: 1 twin 40-mm 70-cal. OTO Melara AA; 2 twin 25-mm 80-cal. 2M-3M AA
Radar: 1 Decca TM 1226 nav.; 1 Marconi S800 gun f.c.
EW: Racal Cutlass intercept; Racal Cygnus jammer; 2 Wallop Barricade decoy RL
M: 2 MTU 12V1163 TB92 diesels; 2 props; 6,000 bhp
Range: 3,000/12 Endurance: 28 days (10 with troops)
Crew: 81 tot. + 240 troops

The LST 473 was built by Vosper Thornycroft laid down on 20-12-1982 and delivered 10-1984

Hull systems: The vehicle deck is 75 m long by 7.4 m wide and is served by a 30-m by 7-m hatch. The bow ramp extends to 18 m and is 4–5 m wide, while the stern ramp measures 5 m by 4 m. The travelling crane has a 16-ton capacity. Minimum beaching gradient is 1:40. Can carry 650 tons of cargo, but beaching limit is 450. Helicopter deck aft. Pontoon sections can be stowed on deck forward.

Cutbacks put Royal Navy in dire straits

The Royal Navy would struggle to fight a war because of years of under funding and cutbacks, according to a leaked study by Britain's Defence Ministry. The study was ordered by Defence Secretary Des Browne to counter claims that the military was under-resourced, London's The Sunday Telegraph reported.

But its findings were not what Mr Browne was looking for. "The current material state of the fleet is not good," the newspaper quoted the study as saying, "the Royal Navy would be challenged to mount a medium-scale operation in accordance with current policy against a technologically capable adversary".

A "medium-scale operation" is similar to Britain's naval involvement in the 2003 invasion of Iraq, the newspaper said.

The leaked document will heighten concerns about the capabilities of Britain's armed forces due to a perceived lack of adequate funding for equipment and so-called "overstretch" because of commitments in Iraq and Afghanistan.

Five of the country's former top military commanders last month criticised Prime Minister Gordon Brown for failing to fund adequately the armed forces during his 10 years as finance minister under Tony Blair. The 14-page document, prepared by the assistant chief of the naval staff, Rear Admiral Alan Massey, says the fleet is ageing and thinly

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 279

stretched. Anti-submarine capability is below a "prudent minimum level", the Royal Marines' ability to conduct amphibious operations is being "eroded" while too many ships are being put to sea with "operational defects", it adds.

The report says that numbers in the fleet had been significantly reduced in the past 20 years. For example, in 1987, 35 ships patrolled British waters, but only 10 do so in 2007. **Source : The Australian**

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



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



info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

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



info@disacivil.com
www.disacivil.com



The **VOS TRADER** and **VOS TRAPPER** seen fitting out in Stellendam

Photo : Ton Grootenboer ©

Indian firms to set up shipyards at Rs 10,000-cr outlay

Scarcity of bulk carriers and offshore supply vessel in the global market has forced several Indian companies to look at setting up large shipbuilding yards in the country at a total investment of Rs 10,000 crore. Earlier this week, HK Mittal family -- promoter of domestic shipping company Mercator -- said it is setting up two shipbuilding yards, one each in Gujarat and Maharashtra with an investment of Rs 1,500 crore.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 279

The shipbuilding yards would make specialised offshore vessels, jack-up rigs and chemical tankers, up to 75,000 dead weight tons. Besides the Mittal family, engineering and construction company Larsen & Toubro, Shipping Corporation of India, SKIL Infrastructure, Good Earth Maritime, Apeejay Shipping have announced plans to enter shipbuilding.

There have been reports that Tata Group is mulling to enter shipbuilding because of the huge opportunities that the industry promises.

Existing players such as ABG Shipyard, Bharati Shipyard, Cochin, Hindustan, Mazagon Dock and Goa Shipyard have announced plans to expand their existing facilities. The Central Government has announced that it wants to set up two big shipbuilding yards, one in east coast and another in west coast, each attracting an investment of Rs 2,000 crore each. **Source : The Times of India**

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

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

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The **NORMAND TITAN** seen at the Tyne

Photo ; Kevin Blair ©

NEW CLIPPER FERRIES FOR LONDON

The final two Thames Clipper ferries for the London River '**Meteor Clipper**' and '**Aurora Clipper**' are set for shipment to London this coming week. Brisbane Ship Constructions Pty. Ltd., of Brisbane, Queensland, Australia have completed building the last two, of six, low wash 27knot ferries to the design of NQEA of Cairns and Thames Clipper Co.



Following successful trials last week, the two low wash ferries capable of carrying 160 passengers took BSC workers on a **Thankyou Cruise** for all who helped build her. Brisbane City Council which owns ten CityCats operating on the Brisbane River since 1996 will take delivery of another three craft in January to run yet another enlarged service. Serving both commuters and tourists the River is an ideal way to get to work or see a modern city from the water

Seen above the **Meteor Clipper** proudly flying the Australian National Flag Thursday 23rd November

Words and Photographs by ©Pinkenba 2007 - Source : Harry Hardman

Green Pin®				www.vanbeest.nl
Standard & Polar are DNV 2.7-1 Type approved!				

GOLDEN OCEAN'S DREYFUS CHARTERS

JOHN Fredriksen-controlled dry bulk shipping company Golden Ocean Group it has fixed two panamax vessels, the Mulberry Paris and Mulberry Wilton, to Dreyfus on time charter. A statement says: "The agreed daily time charter hire is \$51,250 less 5% total commission, and these time charter agreements are expected to generate a net cash flow in excess of \$102 million over the time charter period."

Golden Ocean says that the vessels, currently traded in the spot market, will be delivered to their charterer, by the end of the first quarter of 2008 and will be on time charter until the termination of the head charter agreement with Dreyfus in August and December 2011 respectively. The statement says that the transaction is another example of the company's "ability to take the benefit of market opportunities and to create a solid and profitable company going forward". Golden Ocean's spot exposure is now 35% for 2008. **Source : Maritime Global Net**



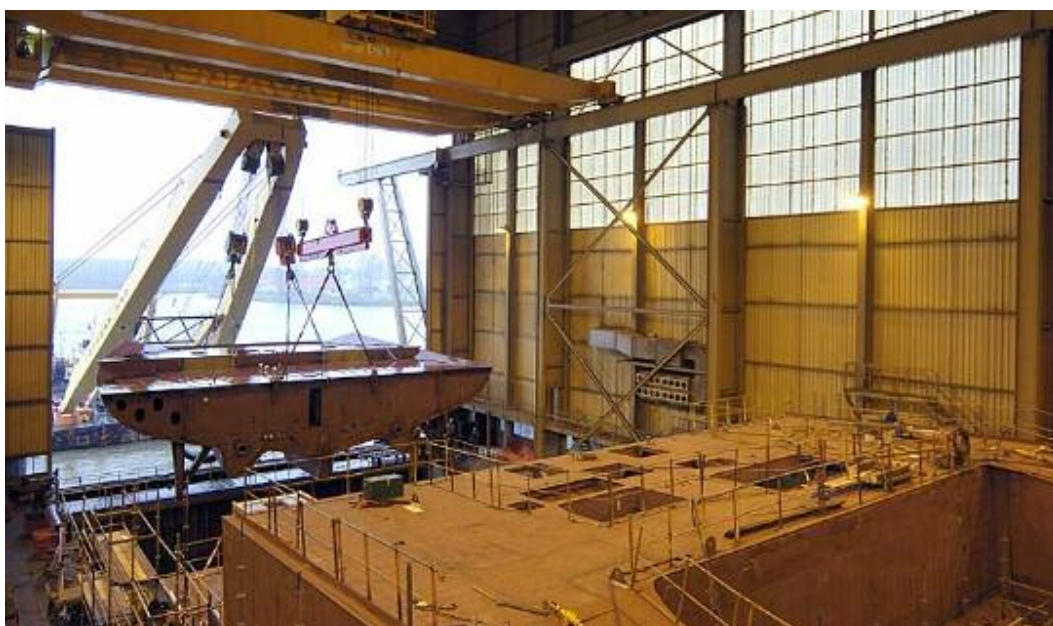
The **SIEM MOLLIE** seen arriving in IJmuiden

Photo : Willem Harlaar ©

Emma wordt 7 december gedoopt

Op vrijdag 7 december a.s. wordt aan de Korte Lijnbaan te Harlingen het **m.s. Emma** gedoopt.

De doop wordt verricht door mevrouw Maaïke Prins-Bruins. Aansluitend draagt Peters Shipyards B.V. het schip (bouwnummer 1014) over aan de opdrachtgevers van de bouw, de heren Gerrit de Vries te Assen en Henk Bruins te Harderwijk. De Emma is het achtste schip op rij van de serie door de Kampense werf samen met betrokken kapitein-eigenaren en Wagenborg Shipping B.V. ontwikkelde Icerunner 3650. De algemene gegevens luiden: lengte over alles 89,99 meter, loodlijnlength 84,95 meter, breedte 12,50 meter, holte 8,00 meter, DWAT 3650 ton. In de machinekamer is een 1800 kW Wärtsilä 9L20 hoofdmotor geplaatst. **Bron : Wagenborg**



De drijvende bok **GPS Apollo**, helemaal in de bouwhal van IHC De Merwede, plaatste met behulp van 2 halbkranen de 160 ton zware achterschipsectie van een nieuw baggerschip bij IHC De Merwede in Sliedrecht.

Photo: Hans de Jong ©

Sprinter in Kroatië te water

In het Kroatisch Korcula ging op 17 november jl. het casco van de **Sprinter** (bouwnummer 1209) te water.



Foto : François Hovestadt ©

Het schip, dat in aanbouw is voor François Hovestadt te Werkendam, is het negende op rij van de serie door Peters Shipyards B.V. te Kampen samen met betrokken kapitein-eigenaren en Wagenborg Shipping B.V. ontwikkelde type Icerunner 3650. De algemene gegevens luiden: lengte over alles 89,99 meter, loodlijnlengthe 84,95 meter, breedte 12,50 meter, holte 8,00 meter, DWAT 3650 ton. De voortstuwing geschiedt door een 1800 kW Wärtsilä 9L20 hoofdmotor. Dit relatief lage vermogen zorgt, in combinatie met de straalbuis, voor een hoge snelheid met een laag brandstofverbruik. De verwachte oplevering van de Sprinter is begin april a.s. **Bron : Wagenborg**



The **RED SEA FOS** seen departing from Cape Town with the **MIGHTY SERVANT 3** bound for the Bahamas

Photo : Aad Noorland ©

DEEP SEA'S EARNING STILL ON UPWARD TREND

JOHN Fredriksen-controlled offshore support company Deep Sea Supply says that in November its AHTS fleet of nine vessels of up to 12,000 had an average gross income of approximately US\$62,500 per ship per day compared to US\$54,100 in October, 2007. The company notes that one of the nine vessels, the Sea Leopard, has been off-hire during the whole month, drydocking at Curacao. In addition to these nine vessels, the company also owns two larger AHTS-vessels and four Platform Supply Vessels which have not been included in the average income for the period.

Source : Martime Global Net

MOVEMENTS



The dredger **WATERWAY** seen outward bound from Rotterdam enroute "stort" - Photo : Fred Vloo ©

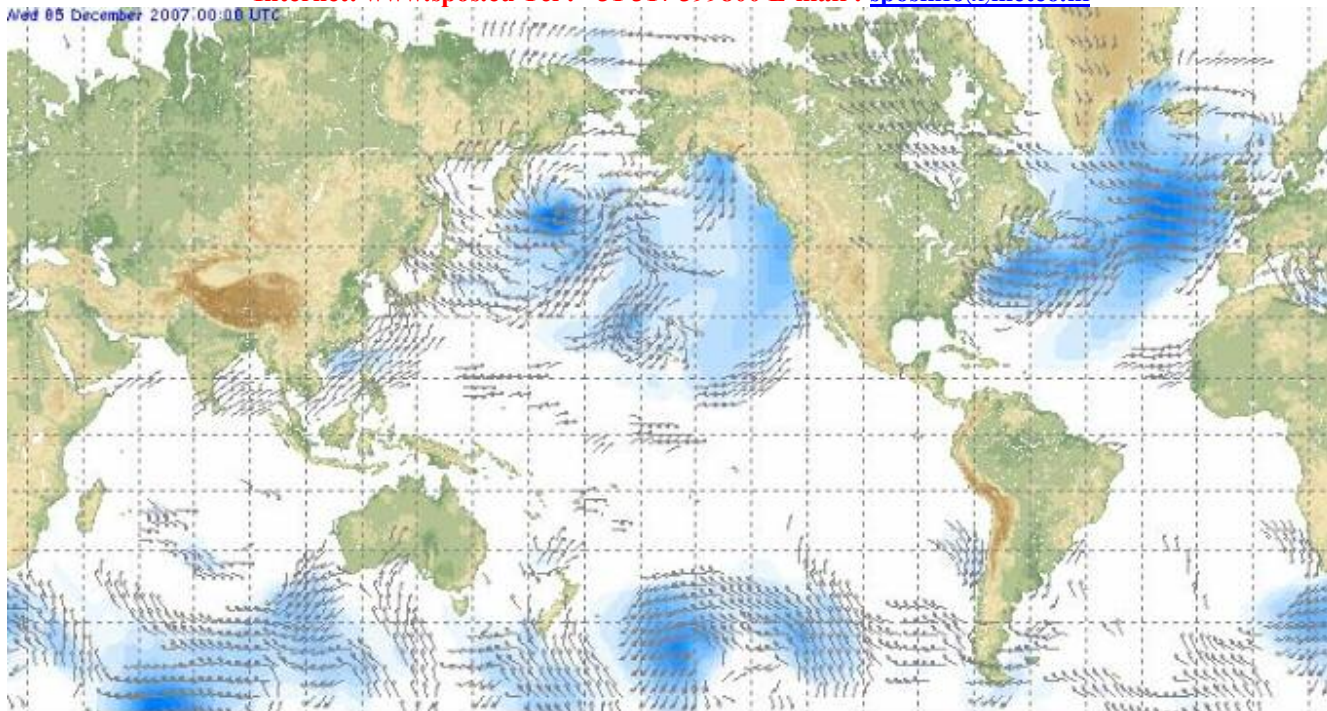
MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



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

Wed 05 December 2007 00:00 UTC



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 **ARMADA TOPMAN** seen in Muara (Brunei)

Photo : Frank Winter ©

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