

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 282



Number 282 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 07-12-2007**

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 LNG CROSS RIVER seen in Cape Town
Photo : Ian Shiffman ©

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@svitzerwijsmuller.com

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



Photo of the **EURODAM** crew in front of the **EURODAM** and **QUEEN VICTORIA**
Photo : D.E. van Weijen – CH.ELEC Ms Eurodam ©

Concern grows for missing sailing ship

By Elizabeth Binning

Concern is growing for the wellbeing of nine people on an overdue sailing ship which was due to arrive in New Zealand from Port Vila five days ago.

Maritime NZ has been trying to reach the 90ft Schooner Alvei for several days but has had no response over the airwaves. An alert has now been put out and Maritime is seeking help from Australian and New Caledonian authorities in locating the missing vessel, which provides young people with an on board learning experience.

The nationalities of the people on board include Americans, Australians, English and a New Zealander. **Source :** NZHerald



Above seen Dockwise **BLUE MARLIN**, just after loading the **Moho Bilondo FPU** in Korea. Weight of the FPU is approx. 33,000 ton. The transport is due for West Africa.

Photo : Jeroen van der Eng - Dockwise Korea ©

Color Line hammered by booze ban

Licensing authorities in Norway have banned Color Line, the country's largest ferry company, from selling all-inclusive packages of food and drink for two months on two of its ships after what they regard a serious violation of licensing laws. Color Line's corporate communications head Helge Otto Mathiesen says the company regards the measures too strong and appeals the decision. In his view, a written warning would have been enough and added that the company is in the process of tackling with the problem. The events unfolded on 20 October, when a man ordered 18 shots in the bar on board Color Viking. He got help from a member of the bar staff to take the drinks to his table, where one of his three travel companions grabbed eight of them and quaffed them, followed by a glass of brandy handed to him by one of his friends. The man had to crawl to the toilet and then spent the rest of the crossing in the sick bay. A small package of cocaine was found in his pocket. The authorities suspended Color Line's licence to sell the all-inclusive packages for two months from 20 December on Color Viking and Bohus, which both operate between Sandefjord in Norway and Stromstad in Sweden. **Source : Lloyds / Fairplay daily news**



The **ADVENTURER of the SEAS** seen approaching Willemstad (Curacao)

Photo : Kees Bustraan ©

US ships block supplies to hijacked Japanese tanker

Two US navy ships sailed near a hijacked Japanese chemical tanker to block supplies from reaching pirates on board, in a bid to secure its release, a spokeswoman told AFP on Tuesday.

The **Golden Nori**, carrying tens of thousands of tonnes of inflammable benzene, was hijacked on October 28 along with its 23 crew members from Myanmar, the Philippines and South Korea.

"We have two US navy ships that are monitoring the Golden Nori right now and we are taking appropriate steps to prevent re-supply of the vessel," said Commander Lydia Robertson, spokeswoman for the US Naval Forces Central Command in Bahrain.

By blocking the supplies of the tanker, which was sailing from Singapore to Israel when it was hijacked, the navy aims to force the pirates to abandon the vessel, she said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 282

"The safety of the crew and the vessel continues to be a priority and we are committed to countering and deterring piracy in order to build a lawful maritime order."

The **Golden Nori** is the last vessel remaining under pirates' control off the Somali coastline after the Comoran-flagged cargo MV Al Marjan was released over the weekend. A US-led multilateral taskforce is conducting counter-piracy operations off the volatile Horn of Africa.

Rampant piracy off Somalia stopped briefly during the strict rule of an Islamist movement in the second half of 2006, but resumed after Ethiopian and Somali government troops ousted the Islamists at the end of 2006.

Numerous attacks have occurred this year off Somalia's 3,700 kilometre (2,300 mile) coastline, prompting the International Maritime Bureau to advise sailors to steer clear.

Somalia lies at the mouth of the Red Sea on a major trade route between Asia and Europe via the Suez canal. It has not had a functional government since the 1991 ouster of dictator Mohamed Siad Barre. **Source : [afp.google](#)**



The **BEN-MY-CHREE** of the Isle of Man Steam Packet Company – **Photo : Adrian Scales ©**

Ben My Chree is a combination passenger and freight ferry, providing a vital lifeline link between the Isle of Man and the north of England. The Isle of Man, situated in the Irish Sea, is a major holiday destination, as well as being a key venue for the TT (tourist trophy), Grand Prix motorcycle endurance races and other sporting events – all of which attract many hundreds of thousands of visitors every year. Although well served by airlines, the island's somewhat remote location requires regular, reliable sea transport. An economic and tourist boom in the mid-1990s fuelled the need for an additional ferry service for transporting building materials and construction equipment.

The result of this demand was the 12,500gt **Ben My Chree**, a £24 million (US\$39.5 million) newbuilding from the Dutch ferry specialist Van der Giessen-de Noord BV. The order was placed by the Isle of Man Steam Packet Company, and was the company's first new ship for 23 years.

Ben My Chree is powered by two MaK9M32 medium-speed diesel engines each developing 5,873bhp - a total output of 11,746bhp – driving two controllable pitch propellers for an 18 knot service speed. For speed of turnaround and manoeuvrability she also has a controllable pitch bow thruster.

Pasha ship master blamed but no charges

The NSW government will not press charges against the master of the Pasha Bulker, despite a report blaming him for the ship's grounding on a Newcastle beach.

Ports Minister Joe Tripodi has released a NSW Maritime report into the grounding, which found a combination of horrendous weather and poor seamanship were to blame. The 225-metre coal carrier gained cult status when it became wedged on a sandbar off Nobbys Beach during wild storms on June 8 this year.

It remained stranded just metres from the shoreline for 25 days while a massive salvage operation was planned and executed. NSW Maritime found the vessel's master made a number of poor decisions, including failing to realise the potential impact of the forecast and attempting to ride out the gale at anchor.

The master, who has not been named, also failed to properly ballast the ship for heavy weather and after deciding to put to sea when the winds strengthened, he left the bridge to have breakfast.

Mr Tripodi said while the investigation found there was some evidence the master may have committed negligent navigation, it was not enough to prosecute him.

"Given that the standard of proof is the criminal standard - that is beyond reasonable doubt - it's the view of NSW Maritime that there isn't significant evidence to proceed with a prosecution," Mr Tripodi told reporters.

The owner of the **Pasha Bulker**, Japan-based Fukujin Kisen, said it did not wish to make any comment about the ship, however, Mr Tripodi said the ship's master was no longer with the company. He also said the decision not to press charges would not change the fact the shipping line would meet the cost of the salvage operation, which has cost the NSW government alone \$2 million.

However, the report will be forwarded to the Flag State Authority which issues the master's certificate, seeking that his qualification be reviewed. That is one of a number of recommendations made by the report, including investigating standard operating procedures for towing vessels in bad weather and higher penalties for negligent navigation offences.

Mr Tripodi said the government would bring forward legislation that would include a \$110,000 penalty for that offence.

Instances of negligent, reckless or dangerous navigation that cause death or grievous bodily harm would also be punishable by jail time. He said the NSW Marine Pollution Controller would now also be given the power to give verbal directions to ships.

Opposition ports spokesman Duncan Gay said the master of the vessel got off because crucial radio transmissions were not recorded on the day the ship grounded. "The report into the grounding of the **Pasha Bulker** left critical issues unaddressed, including why radio communications which may have led to charges against the ship's master were not recorded," Mr Gay said.

He said Mr Tripodi should ensure the problem did not happen again and called on him to accept a share of responsibility for failing to see charges levelled at the master. **Source : smh.com.au**

Fears for crew of missing sailing ship ALVEI

Overdue training experience vessel was supposed to reach port on 1st December, 9 people on board...

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 282

Rescue Coordination Centre New Zealand (RCCNZ) has launched into an Alert Phase for an overdue sailing ship which was expected to reach New Zealand on 1 December. The 92 foot steel-hulled sailing ship, **Alvei**, left Port Vila, Vanuatu, on 13 November with nine people on board. The crew/passengers are believed to be aged between 27 and 66 years of age and are made up of three Americans, four Australians, one Kiwi and one Englishman.

RCCNZ was first made aware of Alvei's voyage on 29 November when contacted by a concerned relative of an Australian on board who was due to start a new job back in Australia.

RCCNZ immediately asked the Maritime Operations Centre to broadcast radio calls within New Zealand's search and rescue region for information. There has been no response from Alvei or sightings reported. However, weather conditions have been moderate. RCCNZ Search and Rescue Mission Coordinator, Mike Roberts, said the sailing ship is now officially considered 'overdue'. New Caledonian and Australian authorities are also investigating, he said.

Mr Roberts said an aircraft would begin searching along a route between Opuia and Norfolk Island for any sighting of Alvei starting at midday. **Alvei** is believed to be fitted with a VHF and HF Radio as well as a distress beacon.

"The vessel is not known to keep regular scheduled radio communications and there is enough cause for concern to begin a search to determine her status," said Mr Roberts. Mr Roberts said a Police Liaison Officer from Wellington is starting to contact family members.

The vessel was first built in Montrose, Scotland in 1920 as a herring drifter and was converted to a motor cargo vessel in 1954 under Norwegian ownership. She was converted to a sailing vessel in 1986. She is billed as a sailor's working experience vessel, and crew join her for hands on experience and contribute to her running costs. **Source :** shippingtimes.co



Allseas latest , the **AUDACIA** seen during trials off the Dutch coast – **Photo : Tjeerd Braaksma ©**

CASUALTY REPORTING



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

Two migrants die in Mayotte coastguard collision

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 282

Two migrants were killed and another eight were missing Tuesday after their boat collided with a coastguard patrol off the French Indian Ocean island of Mayotte and capsized, officials said. French Immigration Minister Brice Hortefeux said the wooden vessel, carrying illegal migrants from the Comoros to Mayotte, sank following a collision overnight Monday with a French coastguard boat.

He said rescuers had managed to recover 33 survivors following the "tragic collision" but that two people were confirmed dead and eight remained missing. Dozens of migrants perish each year as they attempt the crossing from the Comoros archipelago to Mayotte on traditional wooden vessels known as a kwassa-kwassa. **Source ; expatica.com**



The **ARTEMIS** seen enroute Rotterdam
Photo : Nico Ouwehand ©

BERGERS REDDEN DUWCOMBINATIE OP WESTERSCHELDE

Bergers van **Multraship Salvage B.V.** en **URS Salvage & Maritime Contracting N.V.** hebben vanmorgen vroeg de duwboot '**Belfort**' voor zinken behoed op de Westerschelde. De Luxemburgse duwboot, gekoppeld achter de lege duwbak '**Delta**', strandde omstreeks 04.30 uur op een stenen strekdam ter hoogte van Borssele en sloeg lek. Zowel de bergers als de KNRM rukten uit. De reddingboot **Zeemanshoop** haalde direct de bemanning van de **Belfort** af terwijl de bergers diverse bergingsvaartuigen en pompmateriaal ter plaatse stuurden om de duwboot voor zinken te behoeden. Het vervuilde water uit de duwboot werd daarbij in de lege duwbak gepompt. Al pompende konden de bergers de duwcombinatie omstreeks 06.00 uur vlot trekken en voorzichtig richting de Kalloothaven in Vlissingen slepen.

Aldaar werd direct een oliescherm rond de duwcombinatie geplaatst en werd het pompen voortgezet. Het vervuilde water werd daar in gereedstaande vacuümtrucks gepompt. Duikers inspecteerden het onderwaterschip van de Belfort en voerden vervolgens provisorische reparaties uit om de lekkage te dichten.

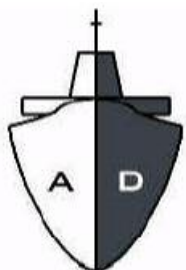
Er blijven voorlopig bergingsvaartuigen en pompmateriaal ter plaatse tot zeker is dat alle gevaar voor zinken geweken is. Vervolgens dienen de motoren van het schip geconserveerd te worden en zodra de weersomstandigheden voldoende verbeterd zijn zal de duwboot naar een werf in Reimerswaal worden gebracht. De duwbak heeft voor zover nu bekend geen noemenswaardige schade opgelopen.

De oorzaak van de stranding is ons niet bekend.

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

Va.-based Navy ship completes humanitarian mission in Bangladesh

A Norfolk-based Navy ship that has been helping cyclone victims in Bangladesh since Thanksgiving has been relieved by another ship. The amphibious assault ship USS Kearsarge was performing maritime security operations off the coast of Somalia when Tropical Cyclone Sidr hit southwestern Bangladesh. The **Kearsarge** traveled 3,000 miles over five days to reach south Asia.

Sailors and Marines aboard the **Kearsarge** delivered more than 200,000 pounds of food, blankets and other supplies and more than 14,000 gallons of drinking water, and two medical teams from the ship provided care to nearly 1,600 patients, the Navy said.

On Monday, the **Kearsarge** turned the operation over to the USS **Tarawa**, an amphibious assault ship based in San Diego. The Kearsarge will continue its regular deployment. **Source : Dailypress**

India Plans for Six New Subs

India has begun the hunt for six more submarines to add to the six being built at Mazagon Docks under the mammoth Rs 18,798-crore Scorpene project, according to a report in the Times of India. In the report, India's Chief Admiral is quoted as saying: "We are now actively looking at the second line of submarines after the Scorpenes. I think the global tender for the six new submarines should be floated in the next financial year (2008-2009)."

The contenders for the six new submarines could include the German HDW and Russian Amur submarines, with the French Scorpenes also being in the reckoning for a repeat order.

At present, India has 16 conventional diesel-electric submarines — 10 Russian Kilo-class, four German HDW-class and two very-old Foxtrot-class vessels. The Scorpene project, under which the six submarines will roll out between 2012 and 2017, is crucial since naval projections show India will be left with only nine out of its 16 submarines by the middle of the next decade. **Source : marinelink**

Navy unveils 'sexed up' new vessel



Gone are the days of swabbing decks and brutal discipline, comfort and efficiency are among the top priorities on board the Australian Navy's new high-tech ships, including its latest vessel, The **Maryborough**.

Crews are provided with gourmet meals, cable television, airconditioned quarters and attached ensuites to shared cabins. Plenty of leave time is all part of the new modern Australian Navy, which is competing for the best recruits in a highly competitive workforce. "These ships are a quantum leap in terms of how we have done business in the past," The Maryborough's Lieutenant Commander (LCDR) Gerry Savvakis said.

"Retention is a big issue for the Navy and part of the design of these new ships and part of the reason why these ships are so comfortable, the reason why the sailors have really comfortable digs on board is so they actually want to go to sea and do the job.

"Navy has, instead of providing a design and saying 'build this', has turned around and said 'here is the job we have to do, come up with a design for us'."

The \$90 million Armidale Class patrol boat arrived in Brisbane on Wednesday with its 24 crew after sailing from Henderson in Western Australia. Many of the crew are from Brisbane with LCDR Savvakis hailing from Mansfield and Petty Officer Matthew Jervis even able to see his New Farm house on The Maryborough's trip up the river.

"There are plenty of Queenslanders on the boat, the buffer [Jervis] is a very proud Queensland boy, you can't wipe the smile of his face he's really happy to be back," LCDR Savvakis said.

"There are some spooky sort of links between Maryborough and Queensland, if you were superstitious then this is the boat. "We are the 13th hull, its hull number is 333, most of the crew is from Brisbane and my official number ends in 666 so I'm going to go buy a lottery ticket after this." Strong ties have been formed with the Australian towns that share the boat's name, one on the central Queensland coast and the other in rural Victoria.

"We went to **Maryborough**, I flew there from Darwin and went and saw the people and met the school kids, we want them to be part of our life," LCDR Savvakis said.

Leading international shipbuilding firm Austal shipbuilding designed and built the entirely aluminium vessel making the Armidale Class the first Australian Navy ships to be constructed solely from the metal.

"We get about 25 per cent more capability out of these hulls," LCDR Savvakis said. **Source : brisbanetimes**



The 141 mtr long 1987 built Arctic / Antarctic research vessel **AKADEMIK FEDEROV** seen moored in Cape Town
Photo : Aad Noorland ©

No dealings on aircrafts with Russia: Indian Navy

Eastern Seaboard: From Indo US relations to Indo Russian ties, they are certainly catching a chill. And for that matter, India is getting increasingly vocal about its unease with its principal defence supplier--Russia.

After the bitter spat over the acquisition of the Russian aircraft carrier **Gorshkov**, the Indian Navy is now going public with another sore issue-- the Klub cruise missile. Inducted to be the main strike weapon of India's submarine arm between 2001 and 2006, this anti-ship cruise missile has never hit a target.

Seven of India's 10-kilo class submarines and the three **Talwar class** stealth frigates have been fitted with this weapon. "There are problems that we have overcome but we are having dialogues," says FOC-in-C, Eastern Naval Command, Vice-Admiral PS Suthan

India is reported to have acquired over 200 Klubs at a cost of several thousand crores. And the missiles have never reached anywhere close to the stated range of 300 km.

The failure of the Klub cruise missiles has raised fresh doubts about the reliability of Russia as an arms supplier.

The naval top brass now concedes that it may have to reconsider the entire upgrade programme for the Kilo class submarines. "We will look into other missiles," says Vice-Admiral Puthan. New options for India have made the reliability deficit with Russian equipment harder to digest.

The US has already made in-roads with the Vulcan Phalynx weapon system, installed on board the newly-acquired troop carrier ship, **INS Jalashwa**.

The Phalynx is the world's most proven close-in missile defence system, and it's the first lethal weapon system supplied by the US to India. Also, it is the first time that a non-NATO country has been provided this weapon"

So the continuing problems with Russian aircraft carrier **Admiral Gorshkov's** modernisation refit project has become the most visible symbol of the rancour creeping into the relationship. Source : ibnlive.com

Sailors home after Persian Gulf deployment

The Royal Australian Navy Frigate **HMAS Anzac** has returned to Western Australia after a six month tour of duty in the Persian Gulf. The Anzac and its crew of 160 sailors docked this morning at Stirling naval base south of Perth.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 282

The ship's captain Ian Middleton says the sailors are uncertain if they will be sent back to Iraq under the new Labor government but they are looking forward to seeing their loved ones.

"We've been away as I said six months, I guess everything's changed while we've been away," he said.

"All I can say is we're very proud of what we've achieved, we're very glad to be home and I know our families are looking forward to us and can I also mention that we couldn't have done it without our families." **Source : abc.net**

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



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

HHI to build from Philippines

Hanjin Heavy Industries will take advantage of cheap operating costs to build various vessels in the Philippines. Sources say that a training centre will be established in Subic Bay to "educate and equip" Filipino workers, including ship engineers. However, there will be no transfer of the vaunted 'giga block' technology as Filipinos will only manufacture blocks, not design ships. Hanjin is scheduled to complete the first stage of a new 100m dry dock tomorrow. The dock, which is 12.5m deep and boasts a 1.6km quay, has been fitted with two Goliath cranes, with lifting capacity of 1,000 tonnes. The new dock can accommodate the building of sixteen 4,300teu container vessels annually. A further 480m dock is set for completion in the second half of 2008, which will allow for another 33 vessels of the same size each year. Hanjin is planning an immediate roll-out of 36 ships from its Subic operation once its dry docks are up and running. **Source : Lloyds / Fairplay daily news**



"The Maderia-registered tug **Red Dolphin** arriving in Felixstowe on Wednesday between showers. She is owned by Tarragona-based Remolcadores de Puerto y Altura, S.A. and until very recently she was known as the **Remo**".

Photo : David Hazell ©

Oil rig heads for Walvis Bay

One hasn't always associated the port of Walvis Bay with large oil rigs arriving for repair – remember the time when the port was the backwater of the old South African Harbours Administration, where pilots and tug masters were 'banished' for brief periods of their careers – this being the only practical way to get the necessary staff. Since independence when Walvis Bay became fully a part of Namibia (the enclave including the port used to be part of the Cape Province and therefore South African territory) all that has changed and mostly for the better. Walvis Bay has been modernised and today competes with other ports in the southern African region on an equal footing amidst bold plans to attract business not only from the South African industrial heartland of Gauteng but even from as far away as Central Africa.

Not only have port facilities improved beyond recognition but ship repair is now a thriving aspect of what Walvis Bay has to offer. The port even has a N\$30 million (R30m) floating dock, **Namdock**, which can lift ships of up to 8,500t which has operated as a joint venture between Durban-based firm of **Elgin Brown & Hamer** and the **Namport** port authority since May 2006

Elgin Brown & Hamer Namibia plans to introduce a second similar floating dock at the port during the course of 2008. Not only is the existing dock fully occupied for much of the time but Walvis Bay has begun attracting oil rigs from the West African region for repair and maintenance, and this month another of these giant vessels, the triple-leg jack-up rig **PRIDE CABINDA** will arrive ex Angola to undergo a full refit and maintenance which is expected to take around two and a half months.

Walvis Bay offers a number of advantages over Cape Town, being considerably closer to the oil fields for one, and Pride Cabinda, which follows **SEDNETH 701** which was repaired at the Namibian port last year, is likely to be joined by a second rig in May 2008. **Source : ports.co.za**

300 To Be Trained In Scotland To Build Navy Frigates

About 300 workers from various disciplines will be sent to Scotland soon to be trained to build frigates for the Royal Malaysian Navy, Deputy Prime Minister Datuk Seri Najib Tun Razak said today. He said the technical specifications for the two frigates had been finalised and this included the missile system.

"There is complexity in signing the agreements to finalise the contract of constructing the frigates. We are still fine-tuning the proposal and the final cost is subject to negotiations," he said after touring the maritime section of the Langkawi International Maritime and Aerospace (Lima) 2007 exhibition, here.

Najib, who is the Defence Minister, said the frigates would be built in Malaysia. On Lima 2007, he said the quality of product presentation and the layout in both the maritime and aerospace sections had improved, with mixed participation of defence and civilian products.

Najib said a lot of civilian products had come to the forefront at this Lima, giving a good sign of the industry as well.

"My wish list is very long but affordability list is quite short. We have to look at the mid-term review (of the Ninth Malaysia Plan) on how much allocation we can get," he said in reply to a question on whether the good products presentation had kindled an interest in him, particularly in terms of national defence. **Source : bernama.com**

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 **FAIRMOUNT ALPINE** in the background with the **SMIT RUSLAND**.
Photo : Yassine Harit ©

Six seismic vessels secured

StatoilHydro has signed a letter of intent for six seismic acquisition vessels which will gather data on the Norwegian continental shelf (NCS). The deal's value is estimated at NOK 1.8 billion.

Secured seismic capacity includes three petroleum geo-service (PGS) vessels - **Ramform Challenger**, **Ramform Sovereign** and **Atlantic Explorer**, as well as Fugro Geoteam's **Geo Celtic**, Wavefield Inseis's **Geowave Commander** and Western Geco's **Geco Triton**.

"The six vessels allow us to map large areas and the seismic data will give us a better foundation for finding drilling targets on the NCS," says Bjarte Ydstebø, vice president for drilling and well acquisitions in StatoilHydro.

Next year's StatoilHydro NCS seismic activity will cover some 6,000 square kilometres of 3-D and 2,500 square kilometres of 4-D surveys. **Source : Marine Norway**

Blue Lagoon Cruises farewells the Yasawa Princess

After sailing the seas for more than 23 years, Blue Lagoon Cruises has announced that its **Yasawa Princess** has dropped anchor for the last time in Fijian waters and will soon be relocated to the Maldives for a refit. The Yasawa Princess has been sold to a UK-based company and will begin her new life as a combined cruise/dive vessel.

Since her launch at the Suva Shipbuilding Yard in May, 1984, she has operated an estimated 1,200 cruises carrying more than 50,000 passengers, most of them Australians and New Zealanders.

Announcing the news, Blue Lagoon Cruises, Deputy General Manager-Marketing & Sales, Josefa Tuamoto described the decision as hard, but said that she would be replaced by another modern ship to compliment the existing BLC fleet.

"Her sale is in keeping with the company's ongoing policy of continuing to upgrade its fleet with modern ships that are suited to operate in the local environment," said Tuamoto. **Source : E-Travel**



HAL's **MAASDAM** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©

Maersk enters bid to build high-speed ships for Navy

By JON W. GLASS, The Virginian-Pilot

For years, Maersk Line Ltd., the Norfolk-based maritime transporter, has managed and operated military sealift ships for the U.S. government.

Now, the company is aiming for a new line of business: building them. Maersk has submitted a bid to the Navy in hopes of winning a Defense Department contract to design and construct the Pentagon's proposed Joint High Speed Vessel, or JHSV.

The Navy and Army plan to order at least eight of the ships for rapid transport of troops, supplies and equipment through shallow waters to small or damaged ports - for both military and humanitarian-relief missions.

Under the Pentagon's current plan, the noncombatant vessels would be built to commercial shipping standards. That puts the Navy's shipbuilding program solidly within the company's area of expertise, a Maersk official said Tuesday.

"This is very much in line with the type of ship acquisition we've been involved in over many years related to our own fleet," said Robert Bowers, program manager and senior director of vessel life-cycle management for Maersk. "It's only because of the similarities - the commercial aspect of JHSV - that we felt it represented an opportunity for us to create value for the Navy."

The company is a subsidiary of A.P. Moller-Maersk, the Danish-based shipping titan that recently opened the \$450 million APM Terminals in Portsmouth.

In a conference call, Bowers said Maersk has assembled a team experienced in both military and commercial shipbuilding design and construction. If Maersk wins the award, the vessels would be designed by naval architecture firm Gibbs & Cox, including computer-assisted work done at a design services group based in Hampton. The firm

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 282

helped design the Navy's Arleigh Burke destroyer class, and more recently was involved in designing the **T-AKR Bob Hope** class, a military roll-on, roll-off transport ship. Maersk has tapped New York-based Dereecktor Shipyards, one of the largest U.S. builders of commercial vessels, as its shipbuilding partner. The JHSVs would be built at the shipbuilder's Bridgeport, Conn., yard.

Bowers said the team's bid design is a hybrid that marries the speed and fuel efficiency of a twin-hulled catamaran with the stability and comfort of a SWATH, or small waterplane area twin-hull vessel. The design is known as a semi-SWATH, which Bowers said has been in commercial service for around 10 years. The Maersk team's design is a scaled-down version of the fast ferries operated by international transport company **Stena Line** in the rough waters of the North and Irish seas, he said.

The Pentagon's cost goal for the lead ship is \$150 million, with a target of \$130 million for additional ships. They would be around 450 feet, draw 15 feet or less of water and be capable of speeds of around 40 mph, according to Navy documents.

It could not be determined Tuesday how many companies are vying for the shipbuilding contract, but Bowers said Maersk has "strong indications" that other companies submitted proposals by the Navy's Oct. 31 deadline. By early Tuesday evening, the Navy did not respond to a written question seeking information on the number of bidders involved.

The Navy, however, said in a statement that the award process will occur in two stages. In the first phase, the Navy indicated it would issue more than one preliminary design contract, in which competitors would refine their design proposals and develop a model for testing.

After reviewing them, the Navy said it would award a detail design and construction contract in late fiscal 2008.

Source :hamptonroads.com



Above the Dragamex Dredger **CSD Amstel** seen over the bow of Dragmex Dredger **CSD Mercurius** in Altamira (Mexico) - **Photo : Peter Verbiest ©**

Green Pin®
Standard & Polar are DNV 2.7-1 Type approved!



www.vanbeest.nl
VAN BEEST 



Seaway Heavy Lifting's **STANISLAV YUDIN** seen lifting one of the two 1800 Tons compressor modules Booster Platform for ONGC India

Photo : Adri Haasnoot ©

WORLD LARGEST FERRIES FOR HOEK VAN HOLLAND <> HARWICH ROUTE



Pim de Lange, managing director of Stena Line Hoek van Holland proudly announced that the 2 superferries which are ordered by STENA RORO are ordered with Aker yards in Wismar (Germany), will be put in service at the route Hoek van Holland <> Harwich , this vessels are the LARGEST ferries in the world and will

be delivered in January and July 2010

The measurements of the vessels are

Length : 240 mtr

Beam : 32 mtr

Distribution : daily 3475+ copies worldwide

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 282

Draft : 6.5 mtr
Gross Tonage : 62.000 ton
Propulsion : 4 main engines with total output of 22.600 kW (46.000 hp)

The ferries are able to carry 1200 passengers, and are equipped with 538 cabins, the car deck will be having a length of 5500 lanemeters and will be able to carry 320 Freight units

The construction of the superferries will start during April 2008 – **Source : Stena Line**



Rotterdam Pilot **Renee Halfweg** seen disembarking the 334 mtr long **MAERSK SINGAPORE** at Maaspilot station to the pilot cutter **PERSEUS**.

Photo : Piet Sinke ©

MOVEMENTS

End of December the Indian Navy Kilo Class Submarine **INS SINDHUVIJAY S 62** is visiting Valletta returning home from refit. She last visited Valletta on 3rd February 1991 @ 0855hrs coming from Cartagena, Spain & left on 6th February 1991 @ 2023hrs to Port Said, Egypt.



The **CHRISTIAN ESSBERGER** seen enroute Rotterdam
Photo : Anton de Krieger ©

AIRCRAFT / AIRPORT NEWS

Onderzoeker waarschuwt voor nep-Wi-Fi op Schiphol

Costin G. Raiu, hoofd onderzoek en ontwikkeling bij de Roemeense vestiging van Kaspersky, keek even vreemd op toen hij vorige week op Schiphol gebruik wilde maken van Wi-Fi. Behalve de access points van KPN en de Schiphol Group zag hij ook twee netwerken met aanlokkelijke namen als 'Free Public Wi-Fi' en 'US Airways Free Wi-Fi'.

De 'gratis WiFi' werd hoogstwaarschijnlijk aangeboden door iemand met slechte bedoelingen. In tegenstelling tot de netwerken van KPN en Schiphol betrof het hier ad hoc-verbindingen. "Dat betekent dat het geen echte Wi-Fi access points zijn, maar andere computers die opzettelijk namen als 'Free Public Wi-Fi' hebben meegekregen om gebruikers te verleiden om in te loggen", schrijft Raiu op Viruslist.com.

"Als de aanvaller zelf internettoegang heeft, kan hij of zij jou online laten gaan en vervolgens het verkeer af luisteren. Op die manier is het mogelijk om wachtwoorden en andere persoonlijke gegevens te bemachtigen."

Raiu wil niet zeggen in welke lounge hij de nep-Wi-Fi tegenkwam. Wel vermoedt hij dat degene die verantwoordelijk was voor de gevaarlijke verbinding, in de buurt op een laptop zat te werken. "Ik zag een jongen die zich erg verdacht gedroeg", verklaart Raiu desgevraagd tegenover Webwereld.

"Op het scherm van zijn laptop was te zien dat hij een password cracker gebruikte. Toen hij doorhad dat ik 'm in de gaten hield, sloot hij zijn laptop. Vervolgens verdwenen ook de netwerken." Raiu heeft echter onvoldoende bewijs dat de betreffende jongen daadwerkelijk de 'schuldige' was. "Het kan natuurlijk ook iets anders zijn geweest."

Overigens is Schiphol niet de enige plaats waar je de kans loopt om in aanraking te komen met nep-Wi-Fi. "Ik bezoek veel security-conferenties, zoals Black Hat. Daar kom je meeste kwaadaardige netwerken tegen", stelt Raiu. Ook plaatsen als hotellobby's en cafés zijn geliefde doelwitten.

Bij het gebruik van Wi-Fi is het altijd verstandig om veiligheidsmaatregelen te nemen, aldus Raiu. "Wi-Fi is op zichzelf al erg onveilig. Dus als je veilig wilt zijn, moet je een VPN opzetten naar huis en alleen via die link gebruikmaken van internet. Dat is in ieder geval zoals wij het doen als we onderweg zijn."

Indian Navy to float global tender for maritime patrol aircraft

The Indian Navy will soon float a long-delayed global tender for maritime reconnaissance aircraft (MRA), a top military commander said Monday.

The navy is also in talks with the state-owned Hindustan Aeronautics Limited (HAL) for developing a rotary-wing unmanned aerial vehicle (UAV) to enhance its maritime surveillance capabilities, Indian Navy chief Admiral Sureesh Mehta said.

"We have completed our evaluations of various long range maritime patrol aircraft and a request for proposals (RFPs) should go out very soon," Mehta told reporters here ahead of the annual Navy Week celebrations from Tuesday.

The navy needs the aircraft to replace its ageing fleet of eight Soviet-era **Tupolev Tu-42s** that are on the verge of completing their service life.

A four-member Indian Navy team headed by a one-star officer had observed trials in July on MRA derivatives of the Airbus A-319 manufactured by EADS Spain and the Boeing P-8A Poseidon in the US.

Since neither of MRA derivatives exists, the flight trials involved simulations on the Airbus A-320 and the Boeing-737 platforms on representative flight profiles and mission system evaluations.

Boeing has offered India a customised version of the P-8A that is scheduled to fly in late 2009 with operational capability set for 2013. The Spanish platform too is expected to be ready around the same time.

Both manufacturers are seriously examining the possibility of partnering Indian companies to jointly develop communications, data-link and identification friend-or-foe (IFF) equipment as an added sales incentive, in keeping with New Delhi's policy of indigenising its defence requirements, officials said.

And, given the burgeoning India-US strategic partnership, the Pentagon also has pledged to make additional technical, military capabilities available to New Delhi as the P-8A enters into service with the US military.

Other bidders for the Indian Navy contract are Israel Aerospace Industries and Elta Systems with a Dassault Falcon 900 business jet derivative, Lockheed Martin with a refurbished P-3C Orion, and a Russian consortium with the upgraded Ilyushin Il-38SD.

The officials said that since the navy was more interested in longer range MRAs currently under development, it was "seriously considering" acquiring two or three of the existing shorter range aircraft as an interim measure to plug a vital operational void in patrolling India's vast coastline.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 282

The officials said that the navy's existing surveillance assets are insufficient to monitor the country's 7,516 km coastline, 1,197 island territories and the 2.01 million sq km exclusive economic zone.

Apart from the Tu-42s, the navy currently operates two IL-38 MRAs upgraded to IL-38SD standards and equipped with the Sea Dragon system, 15 Dornier 228-101 aircraft and 12 Israeli Searcher and Heron-II unmanned aerial vehicles. Another three upgraded IL-38SDs are expected to join service by end-2008.

As for the rotary-wing UAV, the navy chief said this would be based on a helicopter that the HAL was manufacturing.

"I had personally initiated this project, based on a running helicopter that the HAL has indigenised. We chose HAL because we believe it can deliver a machine better than any other in the world," Mehta added.

While he was not forthcoming with details, it is learnt that the new machine is based on the Lancer light attack helicopter the HAL has derived from the reliable and proven Cheetah helicopter that is in service with the armed forces.

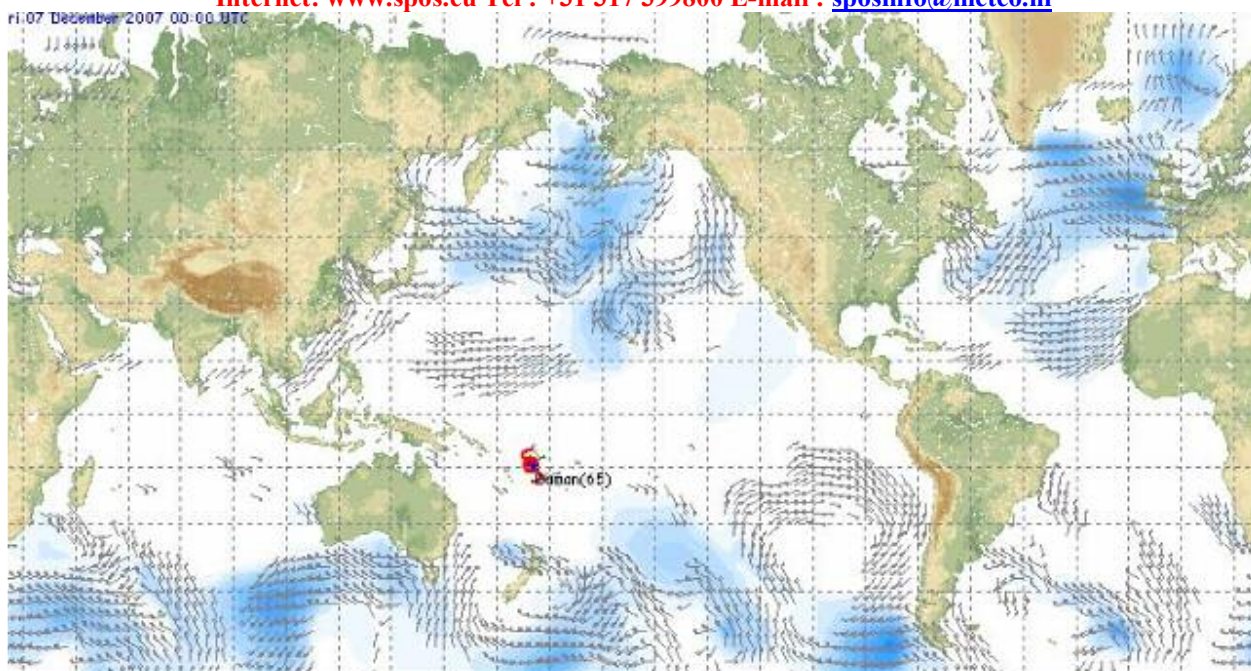
On its part, the Cheetah is the HAL version of the French Aerospatiale Lama SA 315 helicopter that is specially designed for operation over a wide range of weights, centres of gravity and altitude conditions. **Source :** indianmuslims

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



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



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



In Hoek van Holland, the childrens friend **SINTERKLAAS** with his **Zwarte Pieten** departed with the tug **Spanje (ex.Furie)** bound for his home country Spain, after the promise to all attending children to be back again next year ☺

Photo's : Piet Sinke ©

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.