

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 296



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EVENTS, INCIDENTS & OPERATIONS



The **SALVAGE DUKE** seen moored in Cape Town – Photo : Aad Noorland ©

NSRI in long range Southern Ocean rescue

Two NSRI members, **Darren Zimmerman**, NSRI Simonstown Station Commander and **Clive Mortimer**, NSRI Kommetjie Coxswain, have joined the crew of the 115 metre Power Tri-Maran The **Adventurer Ocean 7** which sailed from the Port of Table Bay yesterday afternoon en-route to assist the 68 foot yacht **Delta Dore** and her two crew who were at that point lying West of Prince Edward Island group (Marion Island) approximately 900 nautical miles South of

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Cape Town. The **Adventurer Ocean 7** has on-board skipper Dave de Villiers and nine crew (including the two NSRI members).

Delta Dore was dismantled in heavy seas in the deep Southern Ocean while taking part in the Barcelona World Race.

At 01:20 on 11 December **Delta Dore's** mast reportedly fell backward and her two crew cut away the mast to avoid damaging the vessel. At the time of the incident they were 47 degrees 00 South and 33 degrees 25 East.

Her crew, skipper Jeremie Beyou and Sidney Gavignet, have their vessel currently under motor heading North towards South Africa with fuel reserves at her current speed of 3 knots to take her approximately 180 nautical miles. The vessel is otherwise structurally sound.

Barcelona World Race coordinators appealed to the South African Maritime Rescue Coordination Centre (MRCC) to assist with a rescue operation and ships in the area have been requested by MRCC to stand-by to lend assistance if and when required.

The option for the yacht to head for Marion Island was explored but fears of further damage to the yacht led her crew and race coordinators to opt that she remain in open water and head in the direction of South Africa and a rescue operation was launched from Cape Town under the guidance of MRCC.

The **Adventurer Ocean 7** is due to rendezvous with **Delta Dore** within 48 hours of her departure from Cape Town. The **Adventurer Ocean 7** departed from the Port of Table Bay at 15:10 on Wednesday 12 December (estimated time of rendezvous is at approximately mid to late afternoon on Friday 14 December) and the intention is to deliver fuel and if necessary take up a tow to bring Delta Dore to safe port, most likely Port Elizabeth, although the decision of which port to head for will only be decided depending on the nature of assistance required once on-scene.

The **Adventurer Ocean 7** has a top speed of 24 knots. The **Adventurer Ocean 7** is also carrying spare rigging that has been taken along in order to assist the **Delta Dore** crew to rig a jury rig to sail the yacht further if the option to do so allows.

Once the rescue vessel rendezvous with the yacht a more accurate estimated arrival time in South Africa and at which port they will head to will be available. The yacht's two crew sustained no injuries in the incident and are reported to be in good spirits.

At 20:00 last night (Thursday 13 December) The **Adventurer Ocean 7** reported being at position 43 degrees 05 South and 33 degrees 05 East and the rendezvous coordinates are estimated to be at approximately 40 degrees South and 30 degrees East. **source – NSRI**

Australian Navy to assist stricken yacht

Navy ship **HMAS Manoora** is heading for a yacht that is floundering in seas south of Newcastle. The ship received a distress call from the yacht, Mumbo, about 5:00am (AEDT). Five people are on board.

It is believed the yacht was heading to Sydney from Townsville when its keel broke. The coastguard says the yacht is now around 15 nautical miles south of Newcastle and the warship is close to reaching the boat.

It will take on four of the passengers. The skipper will try to bring the yacht into Newcastle harbour, escorted by water police.

Bruce Maddison, from the Newcastle Coastguard, says the Water Police have just arrived. "**Manoora** is now standing off the vessel. There are five people on board but no-one is injured," he said. "The **Manoora** was going to but because water police were able to respond, they will take the passengers on board." **Source : abc.net.au**

Portugual intercepts 15 Moroccan illegal immigrants: navy

A motorised fishing boat with 15 clandestine immigrants from Morocco was intercepted on Monday off the southern coast of Portugal, according to the Portuguese Navy.

"We intercepted 15 immigrants but according to the first people who saw the boat there were 19 people total," navy spokesman Major Joao Barbosa told AFP.

He added that they were in good condition, with the exception of two who had hypothermia. Unconfirmed Portuguese press reports said four immigrants jumped into the water before the navy arrived.

The boat was brought to port in the afternoon in the southern Algarve region. Dozens of firefighters and ambulances arrived on the scene. Thousands of people each year try the dangerous crossing from African coasts, risking their lives to reach Europe.

The Spanish coasts and the Canary Islands are the primary ports of entry for illegal African immigrants. **Source :** africasia.com



Capt. Gijs Dijkdrenth, master of the **BLIZZARD** wishes all readers a **Merry Christmas and a Prosperous New Year**



P&O spy ship to shadow whalers

AUSTRALIA plans to spy on the Japanese whaling fleet using an armed P&O cruise ship, with a lesser role for the Australian Defence Force.

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High-level talks have focused on leasing the commercial vessel, **Oceanic Viking**, which has a re-enforced hull to cut through ice, a crew trained for polar conditions and "super-telephoto" lenses to record the whale slaughter.

Sources said the ship would also carry video equipment, and the images would be used in Australian international court action planned against the Japanese whale hunt, the largest for 20 years. The images would complement a series of aerial surveys on whale populations, to begin soon.

Under plans being developed, the **Oceanic Viking** would have two .50-calibre machine-guns manned by a customs boarding party to supply the "muscle", while working with a civilian P&O crew. It is highly unlikely the guns would be fired or Japanese ships boarded. The 105-metre vessel has already been used to chase foreign poachers of the Patagonian toothfish in the Southern Ocean.

"The bottom line is you have got to get close to really see what is going on," one source said. Satellite technology would be of limited use against whalers and unmanned aerial vehicles would be unlikely to have sufficient range. The imminent Japanese Government-backed hunt aims to slaughter 935 minke whales and 50 fin whales. For the first time since 1963, humpbacks - 50 of them - are being targeted.

The Federal Opposition has warned that using the military in pursuing Japanese whalers could damage diplomatic relations.

But the Prime Minister, Kevin Rudd, yesterday accused the former Howard government of doing nothing to save the endangered whales. He said nobody took seriously Japan's claim that it was conducting scientific research. The whale meat obtained is sold to Japanese consumers.

Asked if the Government planned to use the resources of the Australian military, Mr Rudd made it plain that non-military "assets" would also be employed.

"I'm fully aware of the depth and strength of our bilateral diplomatic relationship with Japan," he said, adding that Australia's anti-whaling efforts would be considered, reasonable and balanced.

The Herald has learnt of a series of discussions on the use of the **Oceanic Viking** in recent days ahead of cabinet consideration of stronger Australian action. Mr Rudd's spokeswoman declined to comment on use of the ship before an official announcement of the Government's intentions.

Customs and Coastal Surveillance will co-ordinate operations to monitor the Japanese whalers through an umbrella body, the Border Protection Command.

PC-3 Orion aircraft are expected to take off from South Australia, but the distance will limit their role to only a couple of hours of direct observation. Navy frigates, with helicopters, are an option closer to Australia rather than 4000 kilometres south in the whaling grounds, where the **Oceanic Viking** can operate. Source : smh.com.au

Japan might send Navy to counter anti-whaling plan: expert

A defence expert has warned Japan could send its Navy to the Southern Ocean to shadow Australia's Navy if the Federal Government decides to use the Australian Defence Force (ADF) to monitor Japanese whaling.

The Federal Government is to announce within days how it will carry out its plans to check on Japan's whaling fleet.

The Government has not ruled out using the Australian Navy, but it is expected it will mainly use the civilian-crewed customs ship, the **Oceanic Viking**.

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It is armed with two machine guns and has a boarding party of specialist Customs officers. The ship is specially-fitted out for the Southern Ocean and has sophisticated surveillance equipment that would be used to collect evidence for possible international challenges against the Japanese whaling.

Australian Institute for Strategic Policy (AISP) spokesman Mark Thomson says he expects Japan to lodge a complaint if Australia uses the Navy as the main way of monitoring the whale cull.

"The Japanese would probably protest through diplomatic channels," he said. "They could send a vessel to monitor our vessel monitoring our whaling fleet and pretty soon, you're getting into a silly situation."

The Federal Opposition has been warning that sending a fully-armed Navy frigate would be unnecessarily provocative to a close ally. Opposition defence spokesman Nick Minchin says he is worried about the use of the defence force and Japan's response.

"We might then find for example that there are Japanese naval vessels accompanying the Japanese whaling vessels," he said. "There is a risk of unduly escalating this issue with Japan which of course is a very key ally of Australia."

"The Japanese unfortunately feel very strongly about this program ... I think the Government's got to be very sober and careful in relation to this matter."

Greenpeace says the use of the **Oceanic Viking** would be highly appropriate. Steve Shallhorn, the chief executive officer of Greenpeace for Australia and the Pacific says the Oceanic Viking is suitable for the task.

"It has been built to operate in Antarctic waters where there's quite a bit of ice and it does have surveillance capabilities," he said. "The important thing here is to gather evidence to use in international legal cases against Japan, rather than showing military muscle."

Other environmental groups are calling on the Federal Government to increase diplomatic pressure on Japan to end its whaling program. The plan has been supported by several environmental groups, including the International Fund for Animal Welfare (IFAW).

But IFAW campaigner Darren Kindleysides says the Government must also ensure that pressuring the Japanese Government to end whaling is the top priority in any bilateral talks.

"First and foremost our prime minister needs to pick up the phone to his counterpart in Japan and tell him, in no uncertain terms, to recall the fleet," he said. Environmental groups are also promising to shadow the whaling fleet with their own ships. **Source : abc.net.au**

Suspected pirates attack Italian ship -group

Suspected Somali pirates attacked an Italian-owned cargo ship on Monday as it headed for Kenya's Mombasa port through one of the world's most dangerous waterways, a regional maritime group said.

Andrew Mwangura, director of the East African Seafarers Assistance Programme, said the MV Jolly Turchese was attacked by gunmen believed to be pirates off the shore of Somalia after bringing general cargo through the Suez canal. An Italian foreign ministry official said the government had no information about the incident or evidence of an attack.

Mwangura, saying the sketchy information came from shipping sources in the region, told Reuters: "These must be Somali pirates. We don't know how many crew are on board." He added it was unclear if the ship, en route to Kenya's Mombasa port, had been captured or escaped.

Since Somalia collapsed into anarchy in 1991, pirates have taken advantage of the power vacuum and chaos on shore to hijack ships and demand ransoms with relative impunity.

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A brief lull during last year's six-month Islamist rule of south Somalia -- which deterred the pirates -- ended earlier this year. Since then a spate of attacks have followed.

The pirates generally use speedboats for early morning attacks, and sometimes justify their actions as defending Somali waters against illegal fishing vessels and toxic dumping.

Mwangura said some of the cargo on the Italian ship was headed for an "important diplomatic mission" in Nairobi.

"But we don't know which one and whether this was known by the attackers," he said. "The report of the attack only reached us this morning. Last week, pirates left a Japanese chemical tanker they had been holding since October after U.S. Navy ships cornered them off north Somalia and helped negotiate an end to the standoff. **Source : Sara Rossi in Rome; Edited by Michael Kahn**



The **DA FU** seen at the river Tyne – **Photo : Kevin Blair ©**

Norway plans world's first ship tunnel

Norway has drawn up plans to build the world's first shipping tunnel which would save time and money for vessels passing through a coastal area known for its dangerous seas.

Strong winds, high waves and powerful currents in the area of Stad on the southwest coast of Norway cause long delays while ships wait for calmer conditions.

A recent report from the Norwegian Coastal Administration recommended building the 1,700-metre (5,577 feet) tunnel and concluded that it would be cost effective.

The tunnel, estimated to cost around \$310 million and take five years to build, would cut through a peninsula, saving ships the risky journey around the coastline. The idea to build a shipping passage was first put forward long ago. Some say the first sketch was made in 1870, others say plans started around 1920 with the idea of building a canal through the peninsula.

But in the 1980s, the concept gained momentum and the government got involvement. "What's new is that we have managed to calculate the costs of waiting," coastal director Kirsti Slotsvik told Reuters. She said the tunnel could also prevent loss of life.

Reduced stress for sailors, heightened quality of shipped products from reduced transport time and growth of tourism also weigh in favor of the tunnel, officials said.

The Coastal Administration has recommended a design that would provide flexibility for future growth in ship sizes.

The plan has been sent to the Ministry of Fisheries and Coastal affairs, which could present it to parliament in 2009 at the earliest, an official said. **Source : Aasa Christine Stoltz; edited by Keith Weir**



The **WOLRAAD WOLTEMADE** seen departing from Flushing with the **TOMBUA LANDANA TBT** onboard the **H627**
Photo : Slotmaritimephoto ©

56 migrants die in Yemen

An international aid group said on Sunday that it discovered the bodies of 56 men, women and children on Yemen's southern coast who perished trying to emigrate illegally from Africa.

Medecins Sans Frontieres' team in Yemen found the victims along a 5-kilometre stretch of coast near the town of al-Irqah on Saturday, along with 49 survivors who said they left the Somali port city of Bossasso three days earlier in an attempt to cross the Gulf of Aden.

The survivors said the 8-metre fibreglass boat set off with a total of 148 Somalians and Ethiopians on board, including some 40 women and five children - the youngest eight months old. The group had no food or water, and at least four people died during the trip from the harsh conditions, MSF quoted the survivors as saying in a statement.

The boat arrived off the Yemeni coast in the middle of the night, and the passengers were forced to jump into the water or suffer a severe beating. During the ensuing panic, the passengers rushed to one side of the boat, and the vessel capsized. The fate of those not found dead or alive on the Yemeni coast is unknown.

The MSF team provided medical assistance and offered counselling to the survivors, many of whom had lost multiple relatives or friends. One 25-year-old Somali man told MSF that he lost his wife, two children and two other close relatives. Another Somali man said he understood the risk of the journey but had no choice.

"Even if I die in the sea, I need to get to Yemen," MSF quoted him as saying. "Maybe I have a chance to survive, but if I go back to Mogadishu, I will die."

MSF has been providing medical and humanitarian assistance to refugees and migrants who arrive on the Yemeni coast since September 2007, the statement said. Since the beginning of 2007, 27 960 people have crossed the Gulf of Aden to land in Yemen, while 593 have died and another 659 have gone missing. **Source : news24.com**

Samenwerking Nederlandse Kustwacht en autoriteiten in de Verenigde Staten leiden tot veroordeling van schip wegens illegale olielozing.



Op 30 januari van dit jaar werd het onder de vlag van de Bahama's varende schip '**Kriton**' door het Kustwachtvliegtuig op heterdaad betrapt op het lozen van olie. De naam van het schip kon o.a. achterhaald worden m.b.v. het AIS (Automatic Identification System) in het Kustwachtcentrum te Den Helder. Terwijl de zaak in Nederland nog in behandeling was bij de politie, kwam men er achter dat er in de Verenigde Staten een onderzoek liep tegen hetzelfde schip wegens illegale olielozing en fraude met oliejournaals. Toen het schip in de haven van New Haven (Verenigde Staten) lag, had een bemanningslid verklaard dat er ook op de Noordzee illegaal olie was geloosd en dat deze actie uit het oliejournaal was verwijderd.

Er is contact gelegd met de Amerikaanse autoriteiten, wat resulteerde in het uitnodigen van de waarnemer van het Kustwachtvliegtuig en de handhavingsofficier van het Nederlandse Kustwachtcentrum om te getuigen in deze rechtszaak, welke werd gehouden van 21 tot 29 augustus 2007 in de Verenigde Staten.

De intensieve samenwerking tussen de Nederlandse en Amerikaanse autoriteiten resulteerde in een boete van 4,9 miljoen dollar voor de Griekse eigenaar van de '**Kriton**' wegens het diverse malen illegaal lozen van olie en het vervalsen van het oliejournaal.

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Het onderzoek naar de olielozing in Nederlandse wateren loopt nog. Bovendien constateerde het Kustwachtcentrum, wederom m.b.v. het AIS systeem, op 29 april j.l. dat hetzelfde schip zich niet hield aan de voorgeschreven tankerroute. Hiervoor werd in de haven van Amsterdam een boete van €4000,- opgelegd.



The Chinese **ZHEN HUA 19** departed after offloading the container cranes in Rotterdam and set sail to Odense with onboard parts for newbuilding vessels at the Odense Shipyard

Photo : Rik van Marle ©

British pirate ship discovered in Caribbean

A pirate ship once sailed by legendary pirate Captain Kidd has been discovered in the Caribbean. The remains of a 300 year old ship that was captured by British pirate Captain William Kidd have been found in the Caribbean.

Discovered off the island of Hispaniola, currently split between Haiti and the Dominican Republic, the shipwreck is being examined by marine archaeologists and lies in ten feet of water. Experts from Indiana University claim that the Quedagh Merchant may have been the ship he abandoned to race to New York in order to clear his name. It is believed to have been captured laden with rich goods from East India and given to men who set it on fire and sunk it in 1699.

Just 70ft off the coast of Catalina Island, the site is being explored further and may be converted into an underwater museum for the public. Despite its shallow setting, the ship seems to have escaped from treasure hunters and is now being protected from looters. There is extensive written documentation about the vessel and all the evidence discovered to date at the wreck site appears to be consistent with it.

Scots-born mariner Captain Kidd, who may have been a pirate or a privateer who captured pirates, was the subject of a high-profile trial in London. He was left to hang over the River Thames in an iron cage as a warning for two years after being convicted of piracy and murder in 1701. **Source : uktv.co.uk**

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Norway Chopper save 12 crew on Russian Ship



A Norwegian helicopter rescued all 12 crew members of a Russian freighter that lost power and struck rocks in a strong gale Tuesday off the Arctic port of Murmansk, officials said.

Russian authorities had requested Norway's help in rescuing the crew after their ship lost power during severe weather with winds of more than 35 mph and ran into rocks off the coast, Norwegian rescue official Oystein Aadde said.

"It was probably due to geography. It was simply the closest helicopter," Aadde said.

A helicopter from Banak Air Base, near the town of Lakselv, hoisted the 12 crew members aboard and flew them to the Norwegian border town of Kirkenes, operations leader Sten-Rune Nikolaysen said.

"They are all fine. No one was injured," Nikolaysen said by telephone.



Second ship runs aground in Gladstone Harbour

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A COAL-carrying bulk freighter has run aground in Gladstone Harbour only two weeks after a major salvage operation refloated another stricken vessel from the channel. The bulk carrier, named the "**Grain Harvester**", ran aground as it was leaving Gladstone Harbour about 5.30pm, after it had stopped to refuel.

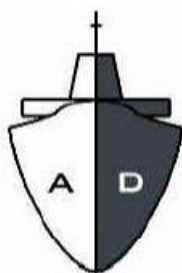
A Maritime Safety Queensland spokesman said there were no reported fuel oil leaks from the vessel although the darkness and difficult weather conditions were hampering attempts to make a full inspection. None of the cargo on board was damaged or spilt in the accident. The carrier is not blocking the channel, and is expected to cause only minor disruption to shipping movements. The 220m bulk carrier was transporting coal from Hay Point to Brazil, via Gladstone when it lodged in the Gatcombe Channel, two nautical miles from where the "**Endeavour River**" was grounded two weeks ago.

The cause of the incident is still unknown, although no other vessels are believed to have been involved. Officers from Maritime Safety Queensland were last night travelling to Gladstone to oversee an attempt to refloat the vessel at high tide about 5am tomorrow. The spokesman said all crew members remained on board the vessel, and there were no injuries. Weather conditions are believed to be favourable for the attempt tomorrow. **Source : news.com.au**

NAVY NEWS

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RFA LARGS BAY foils drug smugglers



L 3006 LARGS BAY seen moored in Portland - **Photo : Piet Sinke ©**

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British naval forces have notched up another counter-drugs success in the Caribbean with the Royal Fleet Auxiliary landing ship **RFA Largs Bay** intercepting over half a tonne of cocaine on her first ever operational patrol.

The Royal Fleet Auxiliary is a civilian-manned force which supports the Royal Navy Fleet. **RFA Largs Bay** is currently tasked to provide support to UK Overseas Territories and to assist in the joint international effort in disrupting the flow of narcotics from South America to Europe and the USA. The Royal Navy and RFA have had a series of successful operations to foil the drug smuggling cartels.

In the latest swoop, **RFA Largs Bay** tasked her Royal Navy Lynx helicopter - from 815 Naval Air Squadron based at Yeovilton in Somerset - to investigate a small fishing boat that was stopped in the water eight miles ahead of the ship and some 390 miles north-east of Barbados. As the 16,000-tonne **Largs Bay** and the Lynx approached the fishing vessel, the aircrew witnessed the fishermen hastily dumping their dubious cargo into the sea. The Lynx, tasked to hover over the bales to mark their position in the rapidly diminishing light, simultaneously managed to track the fleeing smugglers.

RFA Largs Bay's sea boat was then launched. Despite the bales of cocaine being weighted - and the difficult twilight conditions - the crew managed to recover some 575 kg of cocaine before being forced to leave as darkness approached. There was also a need to catch up with the suspect vessel as it attempting a sharp getaway. Meanwhile, the Lynx rapidly refuelled and was re-launched in hot pursuit. **RFA Largs Bay** once again intercepted the drug smugglers, who were now motoring without lights and clearly had no desire to communicate. Flag state approval was sought to despatch elements of the embarked US Coastguard Law Enforcement Detachment to question the rogue skipper; this was eventually received and the fishing boat subsequently boarded.

RFA Largs Bay is now escorting the Venezuelan fishing boat **Astromelia** and her crew to a rendezvous with a Venezuelan naval vessel for hand over and due process. Commanding Officer of **RFA Largs Bay**, Captain Ian Johnson, said: "**RFA Largs Bay** is at the cutting edge of the International fight, against drug smuggling. I am delighted that we have successfully secured a significant amount of cocaine, with a European street value estimated at some £20 million and once more dealt a significant blow to the drug cartels. It is particularly satisfying given that this is the ship's first operational deployment after commissioning, and demonstrates the Government and MOD's ongoing commitment to keep narcotics off our streets" Secretary of State, Des Browne, said: "The Navy and RFA have once again struck a major blow against the blight of drug dealers. I would like to thank them for this valuable contribution to keeping our country safe." Source : shippingtimes.co.uk

New Zealand Navy Launches New Ship

Hawea, the second of four 340-metric-ton Inshore Patrol Vessels (IPVs) being built in New Zealand for the Royal New Zealand Navy, was launched Dec. 11. On the same day, two of the navy's three remaining Inshore Patrol Craft that the IPVs will replace were decommissioned after more than 20 years of service.

One of seven new navy ships ordered under Project Protector, **Hawea** joins the Multirole Vessel **Canterbury**, commissioned in June, and two Offshore Patrol Vessels launched earlier this year. **Canterbury** is continuing to test its capabilities and has now been cleared to operate Seasprite helicopters at sea both day and night. Amphibious exercises with the Australian Defence Force are scheduled for early 2008.

The chief of the navy, Rear Adm. David Ledson, said **Hawea** is the third ship of that name to serve in the fleet. When commissioned and operational, the four IPVs will be used to conduct maritime surveillance.

Source : defensenews.com



The tug **BANCKERT** departed with the ex. **FEARLESS** from Portsmouth Naval Base, the transport is enroute the Belgian port of Gent where the transport is due to arrive today (Thursday) at 08:00 at the pilot station and later in the afternoon, in Gent where the **Fearless** will be scrapped - **Photo : Peter Wyntin ©**

The Second Hand Warship Blues

French warship builder DCNS has spent months negotiating a deal to sell four stealthy **Gowind 200** frigates to Bulgaria. It seemed to be a sweet deal for Bulgaria, with most of the work being done in Bulgaria, and hundreds of Bulgarians technicians getting specialized training in France. But this was expensive. Each of the 2,000 ton ships would cost about \$300 million. Bulgaria is short of cash.

To close the deal, DCNS offered to cut the price 13 percent. Then Holland (??) came along with a better deal, two **Wielingen class** frigates (25 year old, 2,300 ton ships, but in great shape) for about \$30 million each. The Dutch also threw in a modern minesweeper, for a three ship package costing \$72 million. One advantage of this was that Bulgaria had bought a **Wielingen class** frigate from Belgium two years ago, and was satisfied with it.

Only four **Wielingen class** ships were built, and one was scrapped in the 1990s. Thus the Dutch deal would give the Bulgarians two good-enough frigates, and three from the same class. Maintenance and training would be simplified. Those three ships would be adequate for the Black Sea, where the biggest concern is smugglers, not a major war.

Source : strategypage.com

Note from the Editor :

Article above mixes up the Belgian and the Dutch Navy, presume that in the article it have to be Belgium instead of Holland.

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Captain Mike Skinner, Officers & Crew of the "**Smit Madura**" based in Durban South Africa wishing everybody
A Merry Christmas and a Prosperous New Year - God Bless you all !!

Hyundai Vinashin shipyard must clean up dangerous pollutant

Vietnam has imposed a three-year deadline for Hyundai Vinashin Shipyard Co. Ltd. (HVS) to clean up its copper slag waste, which has polluted the environment in the central province of Khanh Hoa.

Hai ordered Monday that HVS and local authorities resettle local residents to separate them from the serious pollution.

In particular, HVS must finish handling or recycling over 700,000 tons of waste comprised of NIX particles by 2010, and ensure that no restored copper slag remain in the aftermath of its operation.

The local People's Committee and related organizations were assigned responsibility for assessing possible environmental impacts resulting from HVS' cleanup project.

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The shipyard, a joint-venture between South Korea's Hyundai Group and the Vietnam Shipbuilding Industry Corporation in My Giang Village, Ninh Phuoc Commune, Ninh Hoa District, began operating in 1999.

According to a group of scientists in Khanh Hoa, the copper slag dust dispersed from the site contains metal elements such as iron, copper, and lead which adversely affect humans' health.

Because HVS failed to meet environment protection standards and responsible organizations did not supervise HVS' operations properly, the dust residue has gravely affected the health of surrounding locals in My Giang and Ninh Yen Villages of Ninh Phuoc Commune. **Source : Thanhniennews.com**



The **MANTA III** seen getting shifted at the Keppel-Verolme shipyard in Rotterdam-Botlek

Photo : Nico Wensveen ©

S Korean Shipbuilders Expect 08 Overseas Sales to Top US\$30 BLN

South Korean shipbuilders are expected to post record overseas sales in 2008 on the back of continued high demand for ships, industry sources said Tuesday.

According to the sources, Hyundai Heavy Industries Co. (KSE:09540), Daewoo Shipbuilding & Marine Engineering Co. and other shipyards are forecasting that their combined exports will top US\$30 billion next year, following this year's estimated US\$27 billion.

In 2006, local shipyards' exports reached US\$21 billion. This year, South Korean ship-builders are estimated to have acquired about 40 per cent of the global shipbuilding orders from shipping companies. Analysts said their booming business will continue into next year.

"Demand from shipping companies will not dwindle.... and local shipyards are expected to have another field day next year because of continued shipbuilding orders," said Lee Seung-woo, an analyst at Shinyoung Securities Co. "The shipbuilding industry will not be affected by the aftermath of subprime mortgage concerns."

Shipyards in South Korea, the world's largest shipbuilding nation, have received record orders in recent years as demand has surged for vessels to transport raw materials to China and goods to the rest of the world. The shipbuilders have enough orders to keep them busy for about four years. **Source : Yonhap**

STENA HOLLANDICA RETURNS TO HOEK VAN HOLLAND



The **STENA HOLLANDICA** returned today to Hoek van Holland after departure due a sick passenger onboard, the **STENA BRITANNICA** casted off from the berth to create space for the **HOLLANDICA** to allow the sick woman to leave the vessel.

Photo : Rob de Visser ©

Japanese shipbuilders received orders for vessels with a combined gross tonnage of 2.6 million tons in November

Japanese shipbuilders received orders for vessels with a combined gross tonnage of 2.6 million tons in November, down 61.5 percent from the previous year, the Japan Ship Exporters Association said Tuesday.

Comparative orders received last month were for 39 bulk cargo ships with a combined gross tonnage of 1.6 million tons, 12 oil tankers with a combined gross tonnage of 363,300 tons and seven general cargo ships with a total gross tonnage of 601,800 tons, the association said. (1 US dollar = 113.20 yen) Source : forex.tv.com



The tug **SALVAGE DUKE** departed with the **AYANG 2** from Cape Town

Photo : Godfrey Needham ©

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Vroon's **VOS INSPIRER** seen departing from Aberdeen

Photo : Piet Sinke ©

Iraqi Oil Tanker Company gets Chinese-made ship - first tanker in 27 years

The first tanker in 27 years was launched by the Iraqi Oil Tanker Company on Monday. Two more tankers are expected to be delivered within three months.

Officials announced that the **Dijlah** - the name for the Tigris river in Arabic - was inaugurated in the southern port city of Basra . It was said that the Chinese-built ship -the 14,000-ton capacity -will help ease export problems Iraq has encountered as its beleaguered but vital oil industry begins to recover from years of war and neglect.

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Basra's Gov. Mohammed al-Waili led the inauguration ceremony and said the **Dijlah** would help spur growth in Iraq's oil industry. Iraq's fleet of oil tankers was battered by the 1980-88 Iran-Iraq war and then by the first Gulf War.

Source : newsfromrussia.com

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The **WOLRAAD WOLTEMADE** seen departing from Flushing

Photo : Wim Kosten – www.maritimephoto.com ©

Vietnam's biggest oil-spill containment ship to be built

A ceremony to inaugurate the building of Vietnam's biggest oil-spill containment ship kicked off Sunday in Da Nang, Song Thu Company from the Ministry of Defense revealed. The ship, called the **MPV5212**, will be Vietnam's biggest multi-functional ship able to cope with oil-spills. It will be 52.4 meters long, 12 meters wide and have a 4.5-meter water line.

The ship has been designed by the **Dutch Damen Group** and features a steel cover and two screw-propellers.

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Its driving force is provided by two electric engines with a 3,500CV capacity which will be cooled via a sea water box.

The Vietnam National Committee for Search and Rescue, which is in charge of offshore oil pollution, coping with oil-spills and cargo ship movements, ordered the ship. The **MPV5212** can also transport cargo and will be able to undertake rescue work in all weather conditions. The ship is expected to be launched in December 2009. **Source : thanhniennews.com**



and above seen the loaded **H-627** as tow of the **Wolraad Woltemade**

Photo : Willem Kruit ©

MOVEMENTS



The **NORMAND TITAN** seen departing from Aberdeen

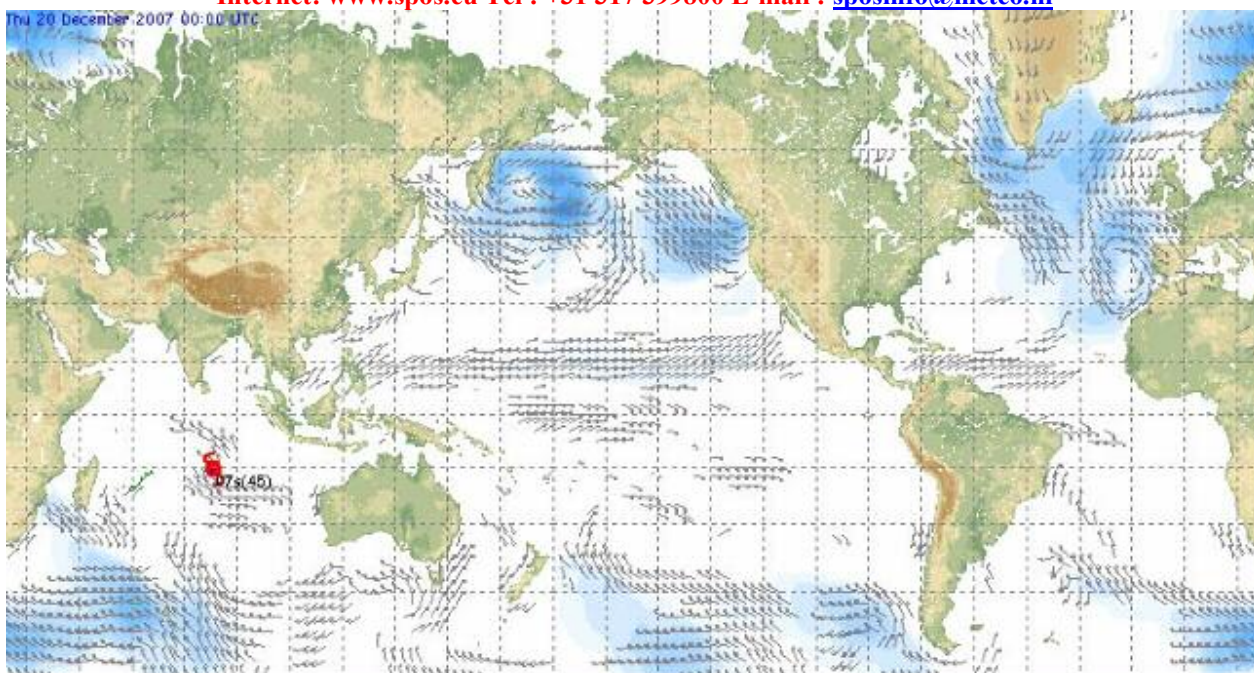
Photo : Piet Sinke ©

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

.... PHOTO OF THE DAY

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The **SMIT KOMODO** seen moored in Port Said
Photo : Capt. Joren Meijer ©

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