

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 298



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

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The Balder and Thunderhorse PDQ in the Gulf of Mexico.

Photo : Bryan Tanner o/b M/V Union Manta ©

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IN MEMORIAM

In a tragic incident at the river Clyde, in which the tug **FLYING PHANTOM** while assisting the bulker **RED JASMINE**, capsized three of the crew members lost their lives,



Skipper **STEPHEN HUMPREYS** (age 33) Photo Middle

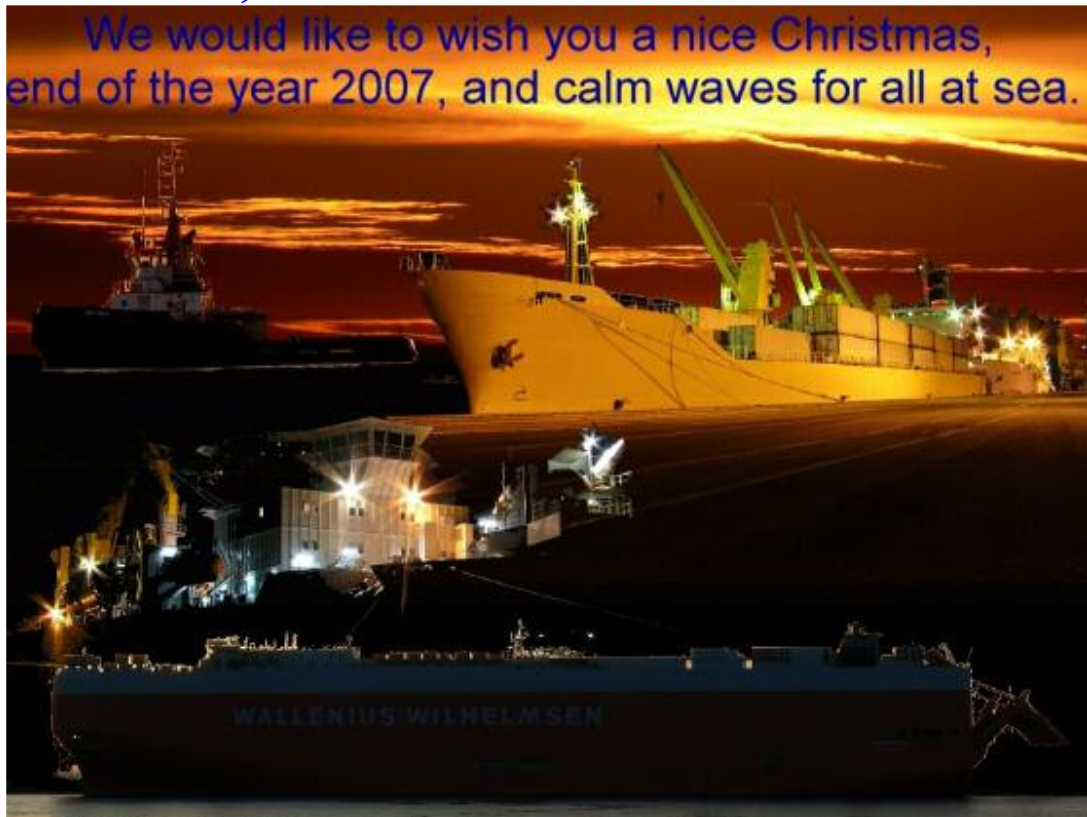
Engineer **ROBERT CAMERON** (age 65) Photo Right

Crew member **ERIC BLACKELEY** (age 50) Photo Left

On behalf of all readers of the newscippings worldwide, we wish all family members, relatives, friends and colleagues, the strength to cope with this loss, specially now during this dark days prior the Christmas celebration.

**We are sorry for this burden you bear
There are many who feel your pain
You are not alone; we join in Prayer
This deep loss is for Eternal Gain.**

EVENTS, INCIDENTS & OPERATIONS



The www.ship-hunters.be team wishes everybody a Nice Christmas and calm seas during 2008 for everybody

Greenpeace ship sails to thwart Japanese whalers

New Zealand and Australia announced Wednesday they will lead a formal diplomatic protest against Japan's move to catch more than 1,000 whales in the Antarctic over the southern hemisphere summer.

At the same time, the Greenpeace environmental organization's protest ship **Esperanza** left Auckland in a bid to stop four Japanese boats heading for the Southern Ocean with the expressed aim of killing 935 minke whales, 50 fin whales and 50 humpback whales. Tokyo claims its annual foray into Antarctic waters is a scientific research mission, but Wellington and Canberra, backed by environmentalists around the world, condemn it as ill-disguised commercial whaling designed to catch meat for Japanese shops.

New Zealand Conservation Minister Steve Chadwick said 27 countries joined last year's diplomatic protest against Japan. 'Humpback and fin whale populations are yet to recover from decades of over-exploitation from commercial whaling,' he said. 'New Zealand totally rejects claims that lethal whaling is needed for scientific research.'

The leader of the Greenpeace expedition, New Zealander Karli Thomas, said Esperanza's crew planned to launch inflatable rafts manned by volunteers between the whales and the Japanese boats' harpoons.

The Australian government has announced that it will send ships, including the 105-metre **Oceanic Viking**, a customs' service icebreaker with a civilian crew, and aircraft to monitor the Japanese fleet. Foreign Affairs Minister Stephen Smith said Australia was formally protesting to Japan about its whale slaughter, but would not use force. 'It

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will be surveillance, not enforcement, or intervention,' Smith told reporters in Sydney. 'For the purposes of that surveillance, the customs party will not be armed.'

He said the intention was to collect evidence that could be used in a legal challenge to whaling. 'All options are on the table, including utilizing the whaling convention, utilizing the endangered species convention, taking action before the International Court of Justice, and taking action before the International Tribunal of the Law of the Sea,' Smith added.

Greenpeace's Thomas said the **Esperanza's** task was challenging because its helicopter was out of action and the hunting area covered more than one million square nautical miles, but she added, 'We're pretty confident we can find them anyway.'

The US-based Sea Shepherd Conservation Society has sent a ship to the Southern Ocean and has vowed to use whatever means necessary to thwart the whalers. **Source : Malaysian Sun**

MESSAGE RECEIVED FROM THE CLYDE HEROES COME IN ALL SHAPES AND SIZES

After the **FLYING PHANTOM** got into trouble the other night the crew of the **WARRIOR III** urgently tried to make contact with her to assess her situation. ALL attempts failed and the Svitzer office were informed by the **WARRIOR III**. A member of the Clydeside family, **Jamie Shorthouse** was on the **WARRIOR** at this time and realizing the nature of that was unfolding he made a ,mobile phone call to his pal **Keith** at OWL (**Offshore Workboats Ltd**)based in Rothesay Docks to see if he could take a workboat out to see if he could try and locate the **FLYING PHANTOM** in the dense fog around the area of the River Cart.

Without hesitation **Keith** did just that and within a short period of time he phoned back with the sad news that the **FLYING PHANTOM** could not be found. HOWEVER **Keith** recovered a man from the River (the only survivor) and made for shore to get him medical attention for shock and Hypothermia.

Without the prompt actions of **Keith** and **Jamie** in all probability the death toll would have been higher and as such these 2 guys deserve the fullest of praise and any plaudits that people may like to post. Heroes come in all shapes and sizes but its nice to have a few home grown ones amongst us.

On behalf of all readers of the shippingnews clippings readers and your fellow pals

**WELL DONE KEITH AND JAMIE.
YOU SAVED A MANS LIFE.**

Tommy B., Engineer on the WARRIOR III



ONE SEAFARER MISSING, ONE DEAD AFTER PIRATE ATTACKS

A CREW member was shot dead in a recent pirate attack in Nigerian waters, according to the latest International Maritime Bureau weekly piracy report. Meanwhile an attack in Malaysian waters left one crew member missing.

In the first incident eight pirates, in a speedboat, armed with guns boarded a vessel underway in the Bonny river, Niger Delta. They shot one crew member dead and wounded several others. The pirates then ransacked the vessel and stole vessel's property and escaped. In the Malaysian attack seven pirates armed with guns and knives approached a tanker underway using a wooden boat. They boarded the tanker and tied up the master and seven crew members with nylon ropes. One crew member jumped overboard. The pirates stole cash and personal belongings of master and crew. They left the ship and headed into Indonesian waters. The IMB says the crewman who jumped overboard is still missing. His colleagues were unharmed.

Another incident in Malaysian waters involved six pirates, in a small high-speed boat, armed with knives who boarded a tanker underway. They assaulted all six crew members. The captain, received head injuries and the crew members were robbed off their documents and items of clothing. Among a number of other recent attacks reported by the IMB, eight pirates armed with AK47 semi-automatic rifles in military style fatigues boarded a chemical tanker underway off Sierra Leone. They stole crew personal belongings, ship's properties and then escaped. No injuries to the crew were reported. **Source : Maritime Global Net**



The Master and crew of the TSHD **VOLVOX TERRANOVA** wishing everybody
Merry Christmas and a Prosperous 2008

Historic Belgian boat to be rescued from beach's grip

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ABOUT 150 ships have been wrecked on the 100km-long Ripiro Beach on the Kaipara's west coast but today, for the first time, one of the shipwrecks will be salvaged.

The **Askoy II** was tossed on to the sand about 2km south of Baylys Beach on the night of July 7, 1994, as it battled a huge storm.

The solo yachtsman at the helm when the historic Belgian-built boat hit the beach, Lindsay Wright, credits the vessel's solid, steel construction for saving his life.

Yesterday Mr Wright was one of about 150 people who watched what was left of the **Askoy II** emerge from the sand that has gripped it tight for the past 13 years.

It was an emotional day for Mr Wright, who had not stopped thinking about his "dream boat" since that fateful night off the stormy west coast. He's delighted he won't be "the last owner who took her to her grave" and that the **Askoy II** will be fully restored.

The 18-metre ketch is an icon in Belgium, having been owned by superstar singer and actor Jacques Brel, who was the French-speaking equivalent of Elvis Presley at the height of his fame, and another well known Belgian, Hugo Van Kuyk.

And it's thanks to the efforts of two Belgian brothers, Staf and Peter Wittevrongel, that the Askoy II is finally emerging from the sand.

Staf Wittevrongel, who made new sails for the ketch when Brel owned it, was also on hand yesterday to see the efforts of the foundation he helped set up - Save The Askoy Foundation - come to fruition.

Mr Wittevrongel said the entire operation to recover the Askoy II and ship it to Belgium for restoration would likely cost more than US\$1 million, but it was money well spent on preserving an important part of Belgian maritime history.

"The idea came together three years ago when we came here to have a look at her. We went home and started the foundation and with the help of people like Noel Hilliam it's now a reality," he said.

A team of heavy diggers on Monday and yesterday moved hundreds of tonnes of sand from around the wreck so steel cables could be attached. Two efforts yesterday to pull the **Askoy II** from the sand failed, but Mr Hilliam was confident the ketch would be freed today.

A massive sand wall was built around the freshly dug hole late yesterday afternoon to protect the site from again being covered by the tide.

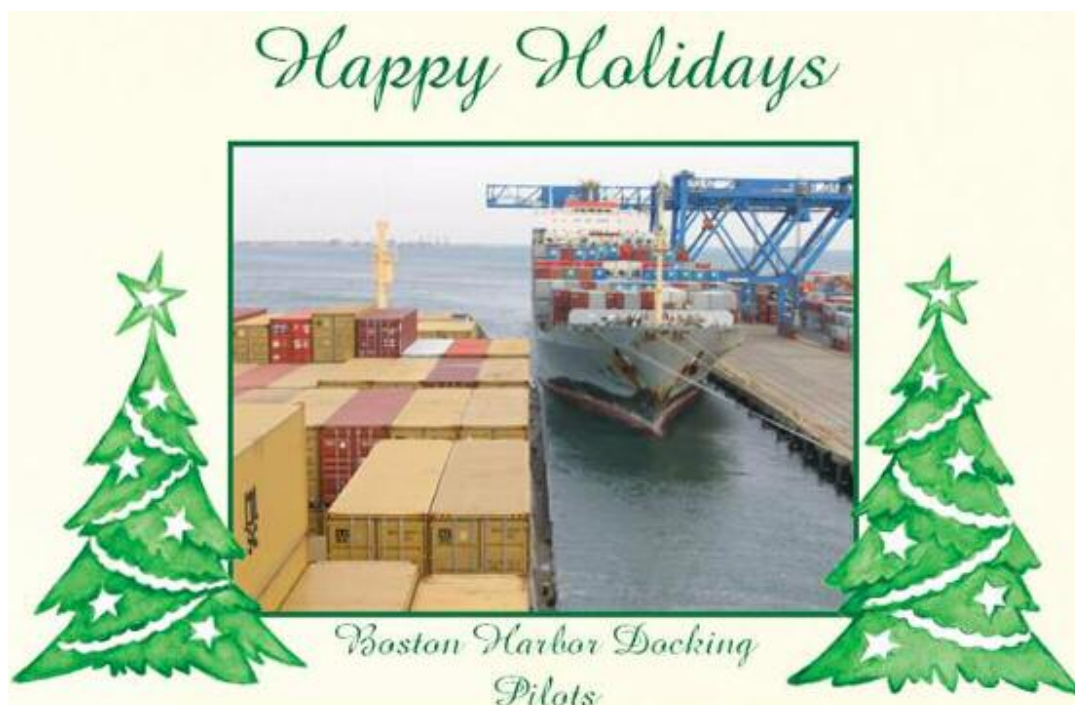
Mr Hilliam said there were 110 recorded wrecks along the 100km Ripiro Beach, but his own research had uncovered at least another 40, with the oldest dating back to about 1532.

Yesterday the historian was in his element as he oversaw the operation to extract the Askoy II from the sand that had held it for 13 years.

"This is really exciting for me. There's been a lot of planning and frustration along the way to get to this point," Mr Hilliam said.

"There's been a lot of boats that have ended up on this beach, so it's nice to finally get one back from the beach."

Source : The Northern Advocate



The **Boston Harbor Docking Pilots** wishing everybody Happy Holidays

Nederland keurt Scheldeverdragen goed

In Nederland heeft de Tweede Kamer de vier Scheldeverdragen goedgekeurd. De verdragen werden twee jaar geleden ondertekend door de Vlaamse en de Nederlandse regering. In de verdragen zijn onder meer afspraken opgenomen over de verdieping van de Schelde. Vlaams minister-president Kris Peeters is daarom erg tevreden dat de verdragen nu helemaal rond zijn. "De verruiming van de vaargeul in de Westerschelde is van groot belang voor de verdere economische ontwikkeling in Vlaanderen en Nederland".



"Deze verdragen beogen een geïntegreerd evenwicht tussen de natuurlijkheid, de veiligheid en de toegankelijkheid", zegt Peeters.

Vlaanderen heeft de afgelopen jaren al voorbereidingen getroffen, onder meer voor de baggerwerken. Die zullen overmorgen officieel van start gaan.

Warehouse Manager Piet de Haan neemt na ruim 47 jaar afscheid van SVITZER Salvage

Wanneer **Piet de Haan** op 31 december 2007 de deur van het **SVITZER Salvage** magazijn achter zich dichttrekt, sluit hij een arbeidsperiode van ruim 47 jaar af. Een unieke gebeurtenis, want welk bedrijf maakt dat tegenwoordig nog mee?



Piet de Haan is in augustus 1960 in dienst getreden bij het voormalige **Wijismuller** (het tegenwoordige **SVITZER Salvage**) Zijn gehele dienstverband is hij werkzaam geweest in het magazijn, waarvan de laatste jaren als Manager Warehouse.

In al die jaren heeft hij ervoor gezorgd dat al het bergingsmateriaal op tijd afgeleverd werd op de site. Hij heeft meermalen zijn bijdrage kunnen leveren aan vele roemruchte bergingen waaronder de historische berging van de **Elwood Mead**, een ijzererts tanker die op 1e kerstdag 1973 tijdens haar eerste reis van Australië naar Europa op de rotsen liep bij Guernsey en de recentelijke berging van de in de haven gekapseisde containerboot **Repubblica di Genova**.

Op dit moment is de bouw van het nieuwe SVITZER kantoor in IJmuiden in volle gang. Naar verwachting zal het nieuwe kantoor/magazijn, in het 2e kwartaal 2008 worden opgeleverd. Piet vindt het jammer dat het nieuwe kantoor nog niet gereed is, want hij had er graag zijn loopbaan afgesloten. Het is zeker niet uit het oog uit het hart bij Piet, want hij heeft nu al aangegeven dat hij regelmatig langs zal komen voor een kop koffie en een praatje. Wie weet kan hij de verleiding niet weerstaan om tijdens de verhuizing zijn handen uit de mouwen te steken?

**Piet heel hartelijk bedankt voor alle jaren tomeloze inzet en enthousiasme.
Het gaat je goed!**

SA boat crew hailed in yacht rescue

A dramatic five-day rescue operation finally came to an end after South African boat **Ocean 7 Adventurer** towed the dismasted yacht **Delta Dore** into Table Bay harbour on Tuesday.

The rescue, said to be the longest maritime tow achieved in SA history, successfully hauled the white-and-green striped 68 foot yacht and two crew members to safety at about midday on Tuesday.

The team leader of the Ocean 7 Adventurer, David De Villiers, said they had been 850 nautical miles out in the Southern Ocean, possibly the "most hostile ocean on earth". 'It was an awesome feat of seamanship'

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"We accepted the challenge despite the tricky sea conditions," De Villiers said. "The (**Ocean 7 Adventurer** was built to go anywhere in the world and this boat is the real hero of the story." A 200-metre tow rope was used in the rescue. On board the **Delta Dore**, French captain Jeromie Beyou and fellow sailor Sidney Gavignet screamed and waved in jubilation as they realised they were nearing land.

"Welcome to Cape Town," Bruce Tedder, of **Ocean 7**, the company that operates the Adventure, said on board the speedboat carrying a media contingent. "It was an awesome feat of seamanship," Tedder said.

The rescuers on board the **Ocean 7 Adventurer** did an "impeccable" job in locating and bringing the yacht and the yachtsmen safely to shore, Tedder added. A team of the National Sea Rescue Institute (NSRI) also assisted in the rescue.

At the harbour, Beyou told the Cape Argus it was a "big disappointment" that they were now out of the Barcelona World Race because he had worked hard for more than a year to compete in it. "I still do not know what went wrong. Racing hard and strain on the mast caused it to fail I presume," he said.

The duo will head back to France in time for Christmas and will build a new mast and participate in the next around-the-world race in November Beyou said. **Delta Dore** is the third yacht to have fallen out of the **Barcelona World Race** and is berthed alongside the two other damaged yachts in the harbour.

Damage to the rudder of the **Estrella Dam** and a broken mast of the PRB also caused their withdrawal from the event. Source : iol.co.za

Second Korean fishing vessel seized

The Ministry of Fisheries (MFish) has seized a Korean fishing vessel in Dunedin, the second in two weeks. Investigation manager Mike Green said MFish seized the **Melilla 201** in Dunedin on Tuesday.

On December 7 MFish boarded and subsequently seized another Korean fishing vessel, the **Melilla 203**, also at the port of Dunedin. Both vessels are fishing in New Zealand waters under charter to Trans Pacific Fishing Ltd, a Tauranga based New Zealand fishing company.

The vessels are owned by Dae Hyun Agriculture & Fisheries Co Ltd based in Korea and have been fishing in New Zealand waters for a number of years.

The investigation concerns misreporting catch from one fishing area to another, a practice commonly known in the fishing industry as "trucking", Mr Green said.

The main species involved is ling with the alleged offending potentially involving hundreds of tonnes of fish.

"This investigation is making steady progress but it is clear that further analysis from the many documents involved will be required to determine the full extent of the alleged offending," Mr Green said.

"The penalties for this type of offending can be heavy but unfortunately it doesn't seem to deter some who obviously weigh up the financial benefits to be gained by their actions and decide to take that risk." Source : stuff.co.nz

Dronken schipper de weg kwijt op Westerschelde

De Waterpolitie van het Korps landelijke politiediensten (KLPD) uit Vlissingen heeft op de Westerschelde donderdag 20 december tegen de schipper van een lege binnenvaarttanker proces-verbaal opgemaakt voor onder andere het varen onder invloed. De 58-jarige schipper uit Oostende had een alcoholpromillage van 1,5 promille in zijn bloed.

Omstreeks 09.10 uur kreeg de Waterpolitie van de Verkeersleiding de melding dat er vanaf Antwerpen een binnenvaarttanker onderweg was die niet reageerde op oproepen van de Centrale Zandvliet en van andere schepen. Het schip zou ook slingerend over de rivier varen en zelfs ergens vastgezet hebben. De Waterpolitie voer het schip tegemoet.

Aan boord van het schip constateerden de agenten dat de schipper gedronken had. De voorlopige ademtest gaf aan dat hij boven de toegestane limiet van 0,8 promille zat. Bij nader onderzoek bleek dat er nog verschillende andere redenen waren waarom het schip eigenlijk niet mocht varen. De schipper was niet in het bezit van het radarpatent dat vereist is bij het varen in de mist. Bovendien was het schip onderbemand. De tweede persoon aan boord was namelijk niet in het bezit van de vereiste papieren. Verder was er geen goede zeekaart aan boord zoals dat is voorgeschreven.

Aan boord zag de Waterpolitie dat in de bakboords huid van het schip een scheur van circa vijf meter zat waardoor het schip een beetje water maakte en iets slagzij maakte. Tegenover de Waterpolitie verklaarde de schipper dat hij onderweg was van Zelzate naar Luik en dat hij wist dat hij ergens had vastgezet maar van een scheur wist hij niets. Hij was niet zo bekend op de Westerschelde en de mist maakte het er niet makkelijker op.

De Waterpolitie nam het commando van het vaartuig over en bracht het schip naar Hansweert. De schipper is vandaar naar het politiebureau overgebracht waar de definitieve uitslag 1,5 promille alcohol in het bloed van de schipper aangaf. De schipper kreeg een vaarverbod tot 's middags 16.00 uur opgelegd.

In overleg met de Inspectie Verkeer en Waterstaat werden het certificaat van onderzoek en het certificaat van goedkeuring van het schip ingenomen. Het schip dient eerst gerepareerd te worden en na herkeuring kan de eigenaar de papieren weer terugkrijgen. **Source : Vaart !**

Human error caused Crown casualty

A second officer's panicked confusion between port and starboard appears to have caused the severe list of Princess Cruises' **Crown Princess** last year. Almost 300 passengers and crew were injured during the 18 July 2006 accident – 14 seriously – when the vessel suddenly heeled to starboard to 23-24 degrees. The National Transportation Safety Board (NTSB) has just released a docket of factual findings, but is yet to draw definitive conclusions. However, the docket obtained by Fairplay clearly focuses on human error by the second officer at the helm, Adam Stratford. After becoming concerned about indicators on the NACOS autopilot, Stratford took manual control. "I turned to port, which was my mistake," he admitted in testimony. "I meant to go to starboard. I was just trying to do whatever I could to stop what was happening." No malfunctions of the NACOS autopilot system were identified, although its behaviour immediately prior to the incident raised questions. Captain Andrew Proctor, who was not on the bridge at the time of the accident, confirmed that there had been unusual "fluctuations" in the autopilot's steering following departure from Port Canaveral. The NTSB points to the 'squat effect', which interferes with the autopilot's steering at higher speeds in shallow water. It is implied that Stratford may possibly have over-reacted to this effect, and done so in the wrong direction. **Source : Lloyds / Fairplay Daily News**

KLPD onderzoekt oorzaak aanvaring Breskens

De Waterpolitie van het Korps landelijke politiediensten (KLPD) uit Vlissingen onderzoekt een aanvaring tussen twee zeeschepen op de Westerschelde.

De aanvaring vond in de nacht van woensdag op donderdag rond kwart over vier plaats. Er deden zich geen persoonlijke ongelukken voor en er was ook geen schade aan het milieu. Aan boord van schip raakte een ballasttank lek.



De **TOR PRIMULA** op de Westerschelde – Foto : Henk de Winde ©

Een onder Spaanse vlag varende zeeschip van 87 meter lengte, was onderweg van Antwerpen naar zee en voer in de Wielingen. Het schip voer op en neer, wachtend op de zeeloods die de rivierloods kwam aflossen. Vanaf zee kwam een onder Deense vlag varende schip de Wielingen binnen. Dit schip, 199 meter lang, wilde het kleinere vaartuig voorbij varen. Het kleinere schip had inmiddels van loods gewisseld en veranderde koers naar bakboord om te keren. Hierbij werd het schip aangevaren door het van zee komend vaartuig.

„We weten nog niet waarom, maar de **Braga** besloot voor de neus van de **Tor Primula** te gaan liggen. De zaak is in onderzoek”, zegt een woordvoerder van het Kustwachtcentrum in Den Helder.

Aan boord van het Spaanse schip raakte een ballasttank lek waardoor water naar binnenstroomde. Het schip kon door zelf te pompen de zaak stabiel houden. Geassisteerd door een sleepboot is het schip naar de Sloehaven gevaren. Daar zal reparatie volgen. Het andere vaartuig is voor anker gegaan en heeft vermoedelijk geen noemenswaardige schade. Tijdens de aanvaring was het zicht op de Westerschelde door mist beperkt. **Source : PZC**

Suez open again after groundings

Egyptian canal back in business after accident involving Irano-Hind suezmax and Columbia VLCC.

An Iranian suezmax and a Columbia Shipmanagement VLCC grounded at the southern end of the Suez Canal, blocking all traffic for six hours on Thursday morning.

The accident involving the 142,000-dwt **ISI Olive** (built 1992), owned by Irano-Hind, and Columbia's 301,000-dwt **Overseas Meridian** (built 1997) happened at 0740 local time (0540 GMT) three miles from the port of Suez.

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Two die in tanker cleaning accident

Two Indian workers are now confirmed dead and another is in a serious condition after inhaling toxic fumes aboard a Berlian Laju tanker last Saturday night, Singapore news reports say. It is believed the three workers were part of a

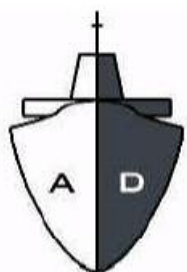
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team tasked with removing gas and oily water from the Singapore-registered **Anjasmoro** when they reportedly collapsed. Other workers who were cleaning onboard the vessel were reportedly unharmed. The 1996-built, 28,800 dwt **Anjasmoro** is a chemical/products tanker. As none of the vessel's agents or owners was available for comment, circumstances leading to the accident remain shrouded in mystery. Nonetheless, as is always the case, an investigation will get underway to ascertain the causes leading to the accident and steps taken to prevent the mishap. Singapore always takes a very serious view of workplace accidents. Recently a shipping company was slapped with a very heavy fine for causing shipyard deaths, despite it having had complied with safety regulations fully. However, questions remain as to why this incident was kept quiet for four days. **Source : Lloyds / Fairplay daily news**

NAVY NEWS

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USS Georgia home at Kings Bay

The **USS Georgia** arrived Saturday at its new home at Kings Bay Naval Submarine Base, but it won't spend much time there after its return to service in March. Although it will rotate its two crews every three months, those swaps will take place at overseas ports rather than at Kings Bay, Navy officials said.

Like the **USS Florida**, the other Ohio-class submarine at Kings Bay, the **USS Georgia** will return to Kings Bay only for maintenance every 15 months. Both boats spent most of their lives at Bangor Naval Submarine Base in Washington until the Navy decided to refit the four oldest Ohio-class submarines, the **Georgia**, **Florida**, **Ohio** and **Michigan**. The nuclear ballistic missiles were removed from the boats and replaced with Tomahawk cruise missiles.

With new compact electronic systems, the boats now have enough room to accommodate a crew of 15 officers, 139 enlisted personnel and 66 special forces troops to conduct clandestine military missions in coastal areas throughout the world.

The Navy's goal is for at least two of the four converted boats to be at sea at any given time, said Capt. Dave Volonino, chief of staff for Submarine Group 10. "This represents a revolution for the submarine force in the Navy," Volonino said. "This is the most complex warship ever designed." Cmdr. Ron Hutton, the **Georgia's** commanding officer, said the crew is excited to return to its namesake state 23 years after it was commissioned.

"This is our first time coming home," Hutton said. "The crew has really taken this to heart."

The crew has plenty to keep it busy until a return to service ceremony in March, Hutton said. Scheduled work includes installation of new sonar and fire suppression systems and a battery of tests to ensure the boat is seaworthy, he said.

The crew will also continue training on the new systems in preparation for their new mission, Hutton said. Hutton praised the local effort spearheaded by former national Navy League president Sheila McNeill, for bringing the Georgia home. "This county was at the heart of the push to make it happen," Hutton said.

McNeill said the **Georgia** is the only vessel in the Navy ported in its namesake state. McNeill said she and others are busy preparing for 4,000 guests expected to attend the return to service ceremony. Gov. Sonny Perdue will present the crew with a state flag flown in all of Georgia's 159 counties along with memorabilia donated by Augusta National, home of the Masters golf tournament, and PGA Tour golfer Davis Love III. McNeill said every living former governor and senator from the state has agreed to be a committee member for the ceremony, and many of those plan to attend the event.

"Our main concern is getting the word out nationally," McNeill said. "There's not going to be anything somber about the ceremony. It will be a homecoming for a lot of Georgia people." **Source : Jacksonville.com**

President again thanks U.S. for submarine sale

President Chen Shui-bian again thanked the U.S. government for approving the sale of eight diesel-electric submarines to Taiwan. Chen made the remarks while addressing a celebration held at the Tsoying naval base in the southern port city of Kaohsiung to mark 20 years of service by two **improved Zwaardvis-class** submarines.

Chen noted that the two Dutch-made submarines were delivered to Taiwan in 1987 and 1988, respectively, and commissioned at the Tsoying naval base.

However, Taiwan was only able to acquire the vessels after numerous, almost unbelievable hardships, including a financial crisis facing the Dutch shipbuilder that drove it to the brink of bankruptcy and almost forced it to close down its production line, according to Chen. **Source : The China Post**



The Master and crew of the **AUDACIA** wishing all readers a Merry Christmas and a prosperous 2008

RFA Gold Rover in mid Atlantic medical rescue operation

Royal Fleet Auxiliary ship **Gold Rover** has been involved in the urgent re-supply of drugs and medical stores to the isolated volcanic island of Tristan Da Cunha after having been earlier re-tasked from her maritime Security and support duties in the Atlantic to provide assistance.

The stores were requested by the Tristan Government, following a viral outbreak earlier in the month. The virus had resulted in a number of the island's 271 residents suffering asthma type complications, which required medical treatment, and in a very few cases, hospitalisation.

As a result of medical treatment, and the introduction of a number of public health measures by the Island's Administrator, Mr David Morley, the viral outbreak was brought under control.

With the recent viral outbreak now well under control, there is no longer any cause for concern. The outbreak had, however, severely depleted medical supplies on the island, and with no opportunity to replenish stocks before the arrival of the next scheduled re-supply ship visit in late January 2008, a request for assistance in supplying medical supplies was made through the Foreign And Commonwealth Office, DfID and the Ministry of Defence.

"It was rewarding to have been able to assist in the Island's time of need, and especially so in the light of the welcome and thanks we received when we arrived with the stores. All on board very much look forward to being able to return to visit Tristan Da Cunha at some time in the future" said Captain Paul Minter, Commanding Officer of **RFA Gold Rover**.

The RFA has now departed the island to resume its previous task.

Tristan Da Cunha is part of a small group of islands situated 1,800 miles west of Capetown, South Africa, and with the main island having an area of only some 38 Square miles.

The group of islands once had strategic importance on the main trading route between Europe and the Indian Ocean, but with the opening of the Suez Canal it is now very isolated. The island has no airstrip and the only re-supply is by scheduled shipping, the next of which was not due until late January. **Source : mercopress.com**

Tula Submarine Fired Ballistic Missile

Tula Nuclear Missile Carrying Submarine fired December 17 a ballistic missile from the Barents Sea to Kura ground in Kamchatka, RIA Novosti reported with reference to the news service of the RF Navy.

The missile was launched from submerged condition and its warhead reached the firing ground at the set time. The test was held "under the combat training plan and to check readiness of Navy's Strategic Nuclear Forces."

Source : Kommersant

Tula Nuclear Missile Carrying Submarine that fired the missile is the submarine of **Project 667BDRM (Dolphin)**. It is armed with 16 RSM-54 missiles.



Capt Harm Jongman and his crew onboard Svitzer's Ocean Tug **SINGAPORE** wishes all readers a
Merry Christmas and a Happy New Year

Navy assists stranded yachtswoman

A Royal Navy warship has sheltered yachtswoman Dee Caffari overnight after her vessel lost a mast in high winds in the Bay of Biscay. Dee Caffari, 34, from Gosport, Hampshire, was on the final leg of the 4,300-mile single-handed Transat Ecover B to B race from Brazil to France. Her 60-ft yacht was damaged in severe weather 300 miles from the finish.

HMS Northumberland was diverted to help Ms Caffari and provided shelter for the yacht **Aviva** so she could rest.

A spokesman for Falmouth Coastguard said the Northumberland, which was travelling back from the Mediterranean to Devonport, was expected to give Ms Caffari some fuel so she could stay on the yacht.

We are grateful to the Royal Navy for responding to the call for assistance and diverting from their home passage back to Devonport for Christmas leave

In 2006, Ms Caffari became the first woman to sail solo around the world non-stop against the wind and currents, and now has a sponsorship deal with **Aviva** to compete in solo off-shore racing.

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A spokesman for the former PE teacher said her 60ft yacht **Aviva** lost the mast at about 0600 GMT on Wednesday in 45-knot winds, 160 miles off Cape Finisterre in northern Spain

But the sailor did not have enough fuel to get to a Spanish port unaided. Falmouth Coastguard later contacted the Royal Navy to find out whether any of its ships were in the area and **HMS Northumberland** was diverted.

Andy Cattrell, watch manager of Falmouth Coastguard, said: "We are grateful to the Royal Navy for responding to the call for assistance and diverting from their home passage back to Devonport for Christmas leave."

The Transat race was part of Ms Caffari's preparation for the 2008 Vendee Globe solo non-stop around the world race ,which starts in November 2008. **Source : news.bbc.co.uk**

SHIPYARD NEWS

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Damen wins trio

Dutch shipbuilder to construct tugs and crew boat for Australian and Croatian owners. Dutch shipyard group Damen has added three more vessels to its orderbook in two separate deals.

Half Tide Marine of Australia will take delivery of two ASD 3111 tugs in 2010 and early 2011.

Aker takes second hit in Finland

Aker Yards, the biggest shipbuilding company in Europe, has taken a second financial hit in five months over ferry building in Finland. The company has also been forced to consider selling its Offshore & Specialist Vessel business unit to raise desperately needed cash ("enhance shareholder values" in the company's words). The company says its Finnish operations have taken a NK400M (\$72M) loss in 4Q07 and the delivery schedule of some ferries has been postponed further. This will halve the group's 2007 EBITDA forecast to NK500M. Net profit forecast has been lowered to NK350M from the NK800M forecast made on 6 July, when Aker Yards reported problems at the three yards in Finland for the first time. High workload at the Finnish yards has meant that costs have escalated and both subcontractors and equipment suppliers have struggled to cope with their workload as well. Aker Yards is also planning to spin off its Offshore & Specialist Vessel business unit, which has yards in Norway, Romania and Brazil. STX Corp, the fifth largest shipbuilder in South Korea, acquired a 39.2% stake in Aker Yards on 23 October and there have been rumours that it might launch a bid to acquire full control of the company. **Source : Lloyds / Fairplay Daily News**

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Wärtsilä Wins Bulk Orders for 72 FPPs

The propeller manufacturer and joint-venture company Wärtsilä CME Zhenjiang Propeller Co Ltd signed contracts in November to deliver a total of 72 fixed pitch propellers (FPP) at a value of approximately EUR 30 million. The company will deliver the propellers to six of China's leading shipbuilders for vessels due to be delivered between 2009 and 2011. The nickel-aluminium bronze propellers, totalling over 2700 tonnes with diameters ranging from 6.1 - 8.2m, will be for installation to different types of vessels including oil tankers, containerships and bulk carriers. **Source : MarineLink**



The **TOR MAGNOLIA** seen at the canal Gent-Terneuzen near Zelzate and Sas van Gent – Photo : Cees de Bijl ©

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The **BOW CHAIN** seen in Rio Grande
Photo : Marcelo Vieira ©

ECT wil filiaal in Amsterdam

ECT wil graag een containertransferium openen in Amsterdam. Topman Jan Westerhoud van het Rotterdamse containeroverslagbedrijf bevestigt dat tegenover De Telegraaf. De belangstelling voor Amsterdam versterkt de geruchten dat ECT een belang wil nemen in het Amsterdamse containerbedrijf Ceres Paragon. Westerhoud ontkent uit te zijn op een overname van het verliesgevende Ceres.

De verkoop van Ceres Paragon door het Japanse moederbedrijf NYK wordt door verschillende partijen in de Amsterdamse haven niet langer uitgesloten. De containerterminal, dat ruim zes jaar geleden de poorten opende, maakt nog steeds verlies ondanks stijgende containervolumes. Daarnaast heeft moederbedrijf NYK recent alle roerende goederen waaronder kranen van de hoofdstad overgenomen. Dat wijst volgens bronnen in de Amsterdamse haven op een mogelijke verkoop in 2008. Bedrijven onderstrepen tevens dat Ceres Paragon het enige havenbedrijf is in Amsterdam dat over voldoende capaciteit beschikt voor het afwickelen van grote containerstromen en nog kan uitbreiden. Jan Westerhoud zegt dat ECT behalve in Amsterdam ook bij Ridderkerk of Moerdijk en in het zuiden van Nederland containertransferia wil opzetten zodat ladingstromen direct vanuit Rotterdam kunnen worden afgevoerd. Met een efficiëntere doorstroom van containers voorkomt het bedrijf de ruimteproblemen die het aan het begin van dit jaar had, aldus de ECT-directeur. **Bron : Nieuwsblad Transport**



De Havendienst van de **Stad Oostende** wenst U Een Zalig Kerstfeest en een Voorspoedig 2008

\$140m Order for Rolls-Royce Offshore

Rolls-Royce has won \$140m of business on its largest ever offshore marine contract, taking the total order value to \$310m. In June 2007, the company announced an \$166m million contract to deliver designs and equipment for six new Rolls-Royce offshore service vessels to Nordcapital, which will be operated on their behalf by OSM Schiffahrt. The new order win covers a further four ships. The vessels - designed by Rolls-Royce and incorporating a range of its marine equipment, including diesel engines, deck machinery, thrusters and dynamic positioning systems will be built by the Korean yard Sekwang. The four UT 786 CD deep water anchor handling vessels are Rolls-Royce UT-Design ships which have been highly successful in the commercial shipbuilding market, with over 500 vessels built since the mid 1970s and around 100 currently on order. **Source : MarineLink**



Seasonal Greeting from the Master and crew of the **TERTNES**

Zeeuwse havens groeien 8,5 procent

De overslag in de Zeeuwse havens is in dit jaar met 8,5 procent tot 32,7 miljoen ton gegroeid. Dat heeft Zeeland Seaports woensdagmiddag bekendgemaakt. De grootste stijging - plus 15 procent - deed zich voor bij de aardolieproducten, met 8,5 miljoen ton tegelijk ook de omvangrijkste goederensoort in Vlissingen en Terneuzen.

De overslag van natte bulk in Zeeland nam in totaal met 7 procent tot 11,4 miljoen ton toe. Droge bulk kwam eveneens op 11,4 miljoen ton uit, na een stijging van 12 procent.

Zeeland Seaports gaf het afgelopen jaar 17 hectare grond uit, onder meer aan Covra en de Sloecentrale. Het havenschap verwacht de komende jaren verder te groeien door investeringen van onder meer Sea-Invest/Zuidnatie, ESV, Verbrugge, Rosendaal Energy en Biofueling.

De overslag van containers speelt naar de zin van Zeeland Seaports nog een te geringe rol. Daarom stimuleert de havenbeheerder nieuwe en bestaande containerinitiatieven, waaronder de Westerschelde Container Terminal (WCT). Begin deze maand besloten de Staten van Zeeland om de procedure voor de aanleg van de WCT voort te zetten.

Bron : Nieuwsblad Transport

TOP Ships Announces Delivery of Second Drybulk Vessel

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TOP Ships Inc announced that it has taken delivery of the M/V **CYCLADES**, a 75,681 DWT Panamax drybulk vessel, built in 2000 in Japan. The vessel has been financed with secured bank debt.

The vessel will immediately enter into the spot market, earning in excess of \$70,000 net per day for its first voyage.

The M/V **CYCLADES** is the second of six drybulk vessel deliveries for the fourth quarter 2007 and first quarter 2008.

MOVEMENTS



The **GOTLAND** seen arriving in Bremerhaven
Photo : Bas van der Wurf – Holwerda Shipping ©

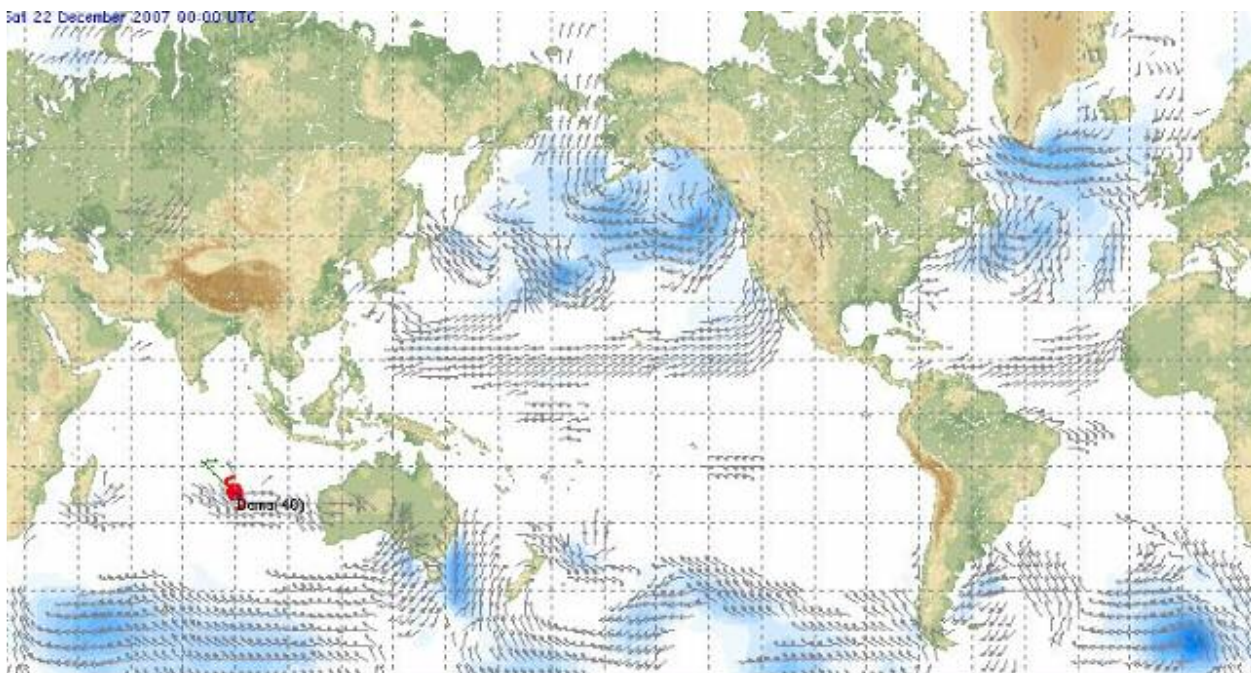
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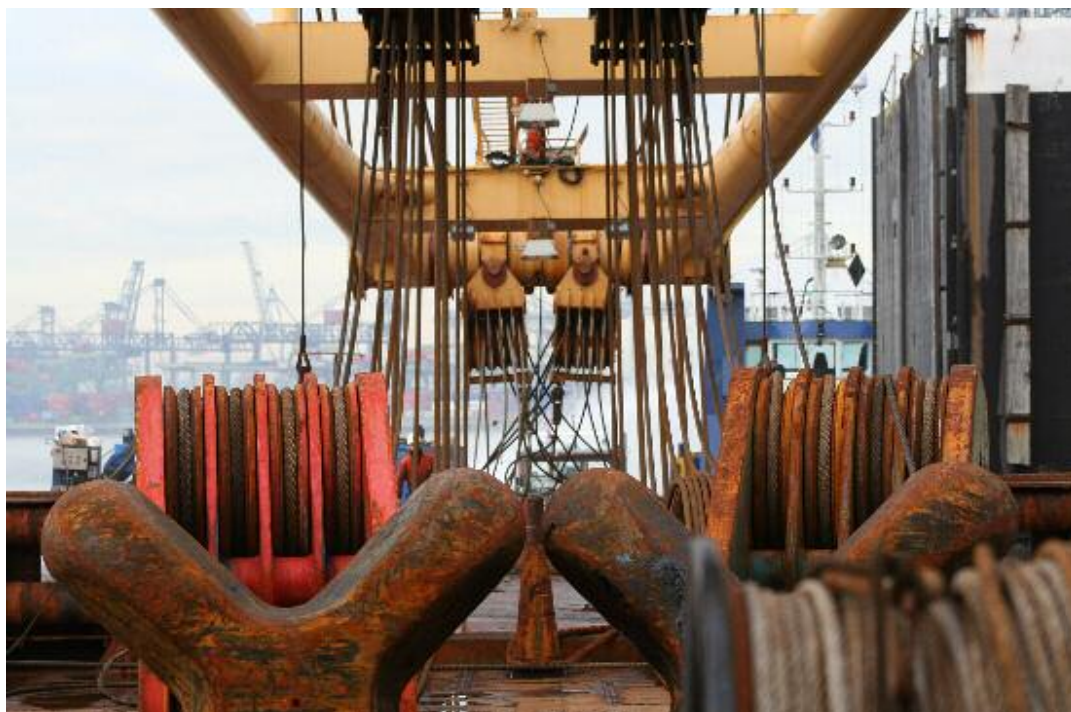
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The sheerleg **TAKLIFT 7** ready to go to sea
Photo : Glenn Kasner ©

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