

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 237



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The FINNPARTNER showing her new bowdoors after conversion in Gdansk (Poland), the ferry is at present serving for Nordö Link the route Malmö-Travemünde together with her sister, the FINNTRADER

Photo : Rob de Visser ©

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EVENTS, INCIDENTS & OPERATIONS



The newbuilding tug **RM THOMAS** – Photo : Danny Plug ©

Night sea patrols seek migrants

Coast guard officials in the Aegean have intensified their patrols, particularly at night, in a bid to curb a surge of immigrants seeking to enter the country illegally from the neighboring Turkish coast.

The Port Authority has increased patrols after dark as this is when most smugglers' boats try to make the brief crossing from Turkey to one of Greece's Aegean islands, official say.

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"The main problem is the long sea border we share with (Turkey), the closeness of the Greek and Turkish coastlines and the organized (smuggling) rings," Lesvos Port Authority Chief Apostolos Mikromastoras told Kathimerini. "With the means that traffickers have at their disposal, they can cover the shortest distance between our coasts in just five minutes," he said. Smugglers use speedboats that can operate up to 70 knots (or 130 kilometers per hour) or low-lying inflatable dinghies that can elude the coast guard's radar.

When smugglers are approached by the Greek coast guard, even at night, they often throw would-be migrants overboard, the captain of a patrol vessel, who identified himself only as Kyriakos, told Kathimerini.

According to coast guard officials, migrants are often "trained" to abandon their vessel if approached by Greek authorities by smugglers who tell them that "the Greeks will not let you drown."

According to Greek officials, the modes of travel used by would-be migrants entering Greece depend upon the fee paid to traffickers. "Those who have money are taken by speedboat to an Aegean island where they are picked up by another trafficker who helps them board a ferry to Piraeus," a port authority official said. Those less fortunate are crammed onto – rarely seaworthy – wooden boats to undergo a slower, far riskier, journey to Samos, Lesvos, Chios or some other Aegean island. Many of those reaching the western port of Patras are packed into commercial containers and loaded onto ships bound for Italy. **Source : ekathimerini.com**



Katwijkse Reddingboot KNRM weer terug op station



Op zaterdag 13 oktober is reddingboot **De Redder** van de Koninklijke Nederlandse Redding Maatschappij (KNRM), na een 3,5 maand durend groot onderhoud, weer terug op station. In deze periode namen de reserve reddingboten **Martijn Koenraad Hof** en **Heek** waar in Katwijk.

Het traject 'groot onderhoud' begon al in een vroeg stadium door het verzamelen van gegevens door bemanning en inspectie. Tijdens het groot onderhoud dat plaatsvond bij de firma Habbeké op de werf in Edam, zijn er diverse modificaties aangebracht om zowel veiligheid als betrouwbaarheid te vergroten. Voordat De Redder naar Edam moest, is er overleg geweest of de reddingboot met of zonder verf terug moest komen. Vanwege het vele onderhoud en dus extra kosten dat een geverfde reddingboot met zich meebrengt, is er gekozen om De Redder zonder verf te laten terugkeren.

Tijdens het onderhoud is nagenoeg de hele reddingboot gedemonteerd. Controles werden uitgevoerd op de motoren, waterjets, brandstoftanks, elektronica, etc. **De Redder** was de eerste reddingboot van het type Valentijn 2000 die voor groot onderhoud naar de werf moest. De conditie van **De Redder** bleek na inspectie erg goed te zijn, mede te danken aan het goede onderhoud door de vrijwilligers van het Katwijkse station.



Foto : Arie van Dijk ©

Om aan de arbo- en veiligheidseisen te voldoen zijn vier nieuwe stoelen geplaatst. Tevens zijn er twee nieuwe marifoons gemonteerd en is er een nieuwe brandblusinstallatie en verbeterde en dubbele hydroliek geïnstalleerd.



Foto : Arie van Dijk ©

Nadat het groot onderhoud een feit was is de reddingboot opnieuw gekeurd en afgenomen door technisch inspecteurs van het KNRM hoofdkantoor in IJmuiden in samenwerking met de bemanning van station Katwijk. Vrijdag 12 oktober vond er een zogenaamde duurtest plaats om te controleren of de reddingboot weer voor 100% betrouwbaar is. Bij

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deze test wordt er minimaal vier tot vijf uur op volle kracht gevaren. De duurtest begon in Edam en ging via Enkhuizen, Kornwerderzand, Texel naar IJmuiden. Tijdens deze tocht werden zaken als drukken en temperaturen van de motoren scherp in de gaten gehouden. Nadat deze controles goed bevonden werden en ook alle apparatuur goed functioneerde, is **De Redder** afgelopen zaterdag vanuit IJmuiden naar Katwijk gevaren en dus weer geheel operationeel.



As reported last week in the newsclippings, above seen the **DREAM** seen "on hold" in the port of Rhodos

Photo : Ko Rusman ©

Sharjah - Lost sailors saved

Nine Filipinos sailing from Sharjah to Singapore were rescued from almost certain death by Indian coastguards after their ship drifted off course. The crew of the Panama-flagged tugboat **MV Glenn Freedom** was found in a desperate condition starved and dehydrated after more than three days stranded at sea without supplies.

"We received a distress signal from the boat on October 10 calling for help after a total power failure," said an officer at the Maritime Rescue Co-ordination Centre (MRCC) in Mumbai. The officer immediately passed the information to their coastguards in Mangalore Port who set off with a rescue team to save the sailors.

"The ship was 150 nautical miles from the coast when we received the call," said the officer. The boat had drifted into waters off the island of Lakshwadeep on October 7 after a technical problem blew out the power supply. The engine shut down and the boat drifted off course forcing the nine sailors to seek help. The boat was stranded in one of the busiest navigation channels in Asian waters, causing a major risk to other ships as well as the **MV Glenn Freedom**. "Our patrol ship, **Annie Besant**, reached the tug boat and helped the starved and thirsty sailors. They were then brought back to the Mangalore port," the officer said. The officers told 7DAYS that the crew of the tug boat is now safe and all nine men are recovering in India before proceeding with the journey.

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The tug boat was also under repair at the port. The Philippine mission in Abu Dhabi said that they have made contact with their Indian counterparts and are working towards repatriation of the sailors. **Source 7days**



The **KING DAVID** with pilot tender **PIONEER** seen at Maas pilot station
Photo : Willem Knoppert ©



The **QUEEN ELIZABETH 2** visited the port of Zeebrugge
Photo : Henk Claeys ©

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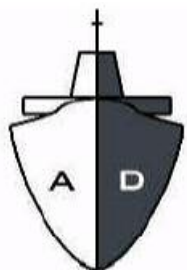
A rescue operation has arisen Sunday afternoon after there was an accident while the Iranian tanker **IRAN SUSANGIRD** was doing crew change off Grand Harbour limits with the Maltese flag & owned utility vessel **MARIA-C** @ 1740hrs. It seems that the Personnel Basket that the Chief Officer was in to be lowered onto the workboat lost control with the consequences that hit the ship side & Officer lost 3 fingers. At 1800hrs RCC MALTA scrambled a helo to the tanker so that the officer will be taken to St. Lukes Hospital.

Photo : Lawrence Dalli - Malta Ship Photos ©

NAVY NEWS

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Aus military joins anti-WMD exercises off Japan

Australia is taking part in a multi-national exercise off Japan this weekend aimed at halting the spread of weapons of mass destruction.

This is the second time the countries involved in the Proliferation Security Initiative have conducted a joint exercise.

Australia is joining Japan, Britain, France, New Zealand and the United States to stage mock pursuits and inspections at sea, and a chemical spill to test the response of the initiative members.

Japan is hosting the event, and its Maritime Self-Defence Force is taking part along with other government agencies.

Japan has also reportedly decided to test fire its new Aegis anti-missile interception technology for the first time in December off Hawaii. **Source : abc.net**

DDG 51 class (Arleigh Burke-class destroyers) 'buckling' under stress

More than a dozen Arleigh Burke-class destroyers have suffered "significant" structural damage in rough seas because designers didn't account for the effect of "bow slams" on the ships' hulls, Navy documents said — and they said fixing the problem could cost almost \$63 million.



The Arleigh Burke class destroyer **DDG 96 BAINBRIDGE**
Photo : US Navy ©

A Navy PowerPoint presentation, obtained by Navy Times, confirmed a report Thursday in the British defense publication Jane's revealing the design problems in the Burke class.

Support beams and other structures inside the destroyers warp so much from the stress of withstanding high seas that they must be cut out and replaced, even in new ships — the destroyer Gridley, commissioned in February, already underwent repairs in September. The report described the damage common to 13 ships, in both "Flight I" and "Flight II" variants of the destroyer. Later Flight II ships have their own helicopter hangars and slightly different weaponry than earlier destroyers in the class.

"Damage ranges from local buckling of deck transverse beams and shell web frames and shell longitudinals resulting in several inches of permanent deformation," said one slide in the presentation.

Internal structure warping is not uncommon among surface warships; the Navy's cruisers and frigates have gone into shipyards for hull stiffening repairs.

With each ship designed to serve for around 35 years, the Burkes are the Navy's only destroyers in service. The first ship was commissioned in 1991, and shipyard Bath Iron Works of Bath, Maine, announced it has started work on the last, DDG 112, expected to join the fleet in 2011. **Source: navytimes**

Aircraft carrier gives Sevmash headache

The construction of the aircraft carrier "**Admiral Gorshkov**" has created a complicated situation at the Sevmash construction yard in Severodvinsk, Arkhangelsk Oblast, company director Nikolay Kalistratov says.



The vessel, which is to be sold to India, has become three times more expensive than originally projected.

Mr. Kalistratov says Russian Defence Minister Anatolii Serdyukov himself will visit Severodvinsk to see the half-finished aircraft carrier. In a recent meeting with Mr. Kalistratov, the defence minister did not name any sum of federal money, which could be added to the state-owned shipbuilding major.

Russia and India in January 2004 signed a contract on the delivery of the "**Admiral Gorshkov**" to the Indian navy. The contract had a 700 million USD cost frame. However it soon turned out that the project would become far more expensive.

The project originally had a time frame of 52 months, but Sevmash has already made clear that it will not be able to meet deadlines.

Director Kalistratov now says the vessel complicates the situation at the plant, thus also indicating that the job might lead focus away from other important tasks at the plant.

Analysts have already noted that the problems with the "Admiral Gorshkov" and the capacity problems at the plant could have led to the company losing a recent important contract on the construction of platform for the Shtokman field in the Barents Sea. **Source : barentsobserver**

Indian Carrier Costs Threaten Russian Arms Sales

The \$1.5 billion deal that sold the unfinished Russian aircraft carrier **Admiral Gorshkov** to India, included a Russian shipyard performing \$700 million worth of repairs, modifications and upgrades. Another \$800 will be spent on aircraft, weapons and equipment.

The **Admiral Gorshkov** entered service in 1987, but was inactivated in 1996 (too expensive to operate on a post Cold War budget). The Indian deal was made in 2004, and the carrier was to be ready by 2008. But a year ago reports began coming out of Russia that the shipyard doing the work, Sevmash, had seriously miscalculated the cost of the project. The revised costs were now more like \$1.1 billion.

The situation has since gotten worse, with Sevmash now saying that it will cost over \$2 billion to refurbish the carrier. The Indians are not happy, and expects the Russian government (which owns many of the entities involved in this deal) to make good. Given that India currently has \$10 billion worth of Russian military items on order, and has been Russia's biggest, and most profitable customer for military equipment for decades, the Gorshkov is looking to be an error of gigantic proportions.

The boss of Sevmash, when the **Gorshkov** deal was negotiated, has been fired and is under criminal investigation, on suspicion of financial mismanagement. To make matters worse, the additional work required on the **Gorshkov** has caused Sevmash to turn down lucrative commercial projects (like offshore oil platforms.)

Just to add to the pressure, India is getting more interested in Western military equipment, including big ticket items like warplanes and ships. The Indians have grown tired of the poor performance of Russian equipment, and the poor service they often receive when it comes to spare parts, or fixing design errors.

For decades, this was tolerated because Russian gear cost less than half what comparable Western stuff went for. Since India's major foe was Pakistan, which was equipped with equally shabby Chinese weapons, it all seemed to work out. But now many Indian generals and admirals, noting the high performance of American troops in the war on terror, are seriously considering the higher cost Western way of war. **Source : strategypage**

German and Italian Class 212 A Submarines successfully fired DM 2 A4 Torpedoes

Final system integration firings with the DM 2 A4 - SEAHAKE mod 4, ATLAS Elektronik's new heavy weight torpedo, were conducted when the Italian 212 A class **SCIRE** and her German sister boat **U-33** proved their perfect interoperability in September off Taranto in Southern Italy.



The Italian 212 type submarine **SS 527 SCIRE** seen moored at the builders in La Spezia

Photo : Piet Sinke ©

At present, the two Italian 212 A's are armed with the A-184 heavy weight torpedo and will supposedly receive the still to be introduced "BLACK SHARK" from WASS. Since both the German and Italian sister boats are equipped with Kongsberg's Basic Command and Weapons Control System MSI 90 U and ATLAS's sonar suites, problems with SCIRE's first time launching of the optically-guided German high performance torpedo were not expected - and did not occur. For the Italian Navy, this was a convincing proof that the German partners and their technology can be relied upon to complete the task.

Up till 25 September, **U-33** carried on with a series of open range firings on high speed targets like **MAESTRALE class** frigates and auxiliaries provided by the host navy. This demonstrated the enormous capabilities of the fuel-cell powered **212 A class** in combination with its new torpedo, especially when firing a salvo of four torpedoes simultaneously on four different targets ending in successful hit of each target. The superb weather and the relatively low traffic intensity in Tarento Bay allowed the commanding officer to fully exploit the - relative to the predecessor weapon - dramatically increased speed and range of the DM 2 A4.

The firings were supported by a mobile team of torpedo experts from the civilian "Bundeswehr Technical Centre for Ships and Naval Weapons" (WTD 71), and their auxiliary ship **KRONSORT**, based in Eckernfoerde, Germany. Almost 2,000 miles away from home, they demonstrated dedication and professionalism to both Italian and German submariners and did their utmost to bring about success. **Source : ATLAS ELEKTRONIK GmbH**

South Africa Considers Buying Landing Ships

Three firms will likely compete if the government approves the South African National Defense Force's proposal to buy one or more strategic support ships with an extended helicopter landing platform.

One potential bidder, France's DCNS (formerly Amaris), recently brought its landing helicopter dock (LHD) FS Tonnerre (Thunder) to Cape Town on its maiden voyage via Canada and Brazil. The Tonnerre's sister ship, FS Mistral, was used last year to evacuate foreigners during the crisis in Lebanon.

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The other firms with “a real chance” to win the contract are Spain’s Navantia and Germany’s ThyssenKrupp Marine Systems (TKMS), which co-built South Africa’s four recently commissioned frigates, said Helmoed-Römer Heitman, a South African military analyst.

Heitman has researched this possible acquisition for members of the South African Parliament’s committee on defense. The 27,000-ton Spanish contender, currently under construction, is the “most useful but also the most expensive ship,” Heitman said. “Navantia can draw on the experience of having built an LPD [landing platform dock] and a light aircraft carrier under license and can also draw on the experience of their substantial Marine Corps.”

He said the Tonnerre is “useful but a bit short of vehicle space for operations in African conditions. The French base their design on two generations of LPDs and aircraft carriers as well as considerable experience of expeditionary operations in recent times.”

TKMS’ proposal for a smaller vessel based on existing cargo ships is marginal for troops and helicopters and too small regarding vehicles, he said.

Other contenders include the Netherlands’ Royal Schelde and landing ship tanks from Singapore or Russia.

The cost of the proposed project is yet to be determined. The French LHD project costs some \$4 billion, and though nobody has confirmed what the selling price to South Africa will be, it is expected to be about \$666 million per ship. The price will apparently be determined by the number of ships ordered. Heitman said it is envisioned that South Africa will buy one and the Defense Force another one, to be maintained by the Navy.

South Africa, which has the only noteworthy Navy south of the Sahara, is looking forward to bigger roles in international peacekeeping, peace support and disaster relief operations, such as the one that followed the flooding in Mozambique in 2000. Long distances make sealift more practical than airlift.

The African Union wants to have five regional rapid deployment forces ready for use in 2010, and South Africa is the leading nation to compile the 6,000- to 10,000-strong force in the Southern African Development Community. Defense Force senior officers who participated in discussions aboard Tonnerre said the continent’s unpredictability and lack of infrastructure are the two most important reasons that the military started looking at a strategic support ship. The Tonnerre can carry 16 helicopters and 100 armored personnel carriers. It has a 100-bed hospital in the event of a mass evacuation or disaster.

While the ship was docked in Cape Town, the Army tested the transport of some of its vehicles to the ship without any problems. The Air Force landed an Oryx medium transport helicopter, which is similar to a Puma, on one deck and the helicopter was pulled into a hangar without even removing the rotor blades.

Heitman said a combined helicopter force consisting of Oryx, Rooivalk attack helicopters and the AgustaWestland A109 light helicopter might be stationed aboard the proposed ship.

The Tonnerre’s skipper, Capt. Philippe Hello, praised the adaptability of the ship, which can carry some 400 soldiers, helicopters and amphibious boats to land vehicles and forces.

The ship can be self-sufficient for up to 60 days. Hello said the ship’s 6-meter draft allows it access to the shallow or blocked harbors of many African countries. “Our biggest advantage is that we have two ships fitting the South African requirement operational, while our contenders have only designs,” Hello said. “The Mistral has already proved her qualities on her first ever mission [in Lebanon]. The ships were specifically designed for far- away deployments and humani- tarian aid.”

Army officers aboard the ship for an extremely stormy trip around Cape Point from Simon’s Town to Cape Town said the plan is to use one of its infantry battalions in Cape Town to become the prime maritime battalion; another one farther away in the Western Cape would function as the secondary one; and the parachute battalion in Bloemfontein would be the third choice depending on the nature of the mission. **Source : defensenews**

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The latest newbuilding of the Heesen yard is the 44 mtr long **101**
Photo : Jan Labree ©

Two more vessels from Cochin shipyard

Cochin Shipyard has added another feather in its cap with the launching of two new vessels. A bulk carrier and a 'platform supply vessel,' constructed for foreign establishments, were launched by Ajoy Chatterjee, Chief Surveyor with Government of India-cum-Additional Director General of Shipping (Engineering), at a function held at the shipyard on Friday.

The bulk carrier was named **Clipper Tenacious** at the function. The sixth in the series of vessels built for Clipper Group, Denmark, its construction was completed ahead of schedule. The ship can carry gross tonnage of 19,918 and has a grain holding capacity of 40,000 cubic metre. **Source : hindutimes**

Government making it difficult for Malta Shipyards to achieve targets

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Development plans for Grand Harbour, announced by the government some weeks ago, would negatively impact the Malta Shipyards, Bezzina Shipyards and other work places, the General Workers Union said yesterday.

The government was making it difficult for Malta Shipyards to achieve the targets set by the EU, the union said through its metal and construction section.

The government proposals, which were not discussed with the GWU, would deprive Malta Shipyards of Boilerwharf, which would be replaced by a cruise liner terminal. The Ricasoli tank cleaning farm would be moved and the government plans intended to downsize the Marsa shipyard.

If the government's plans are carried out Malta Shipyards would be impacted very negatively, the GWU said.

Ship-repair work, the government was saying, should be carried out in docks 4, 5 and 6, which in itself was very restrictive. But more than that, the work on ships would not be efficient if each dock did not have wharf facilities corresponding to the draught and cranes which complemented the work when a vessel was done with using the dock.

Boilerwharf did exactly this and complemented docks 4, 5 and 6. Without this wharf the docks would be disabled. And if Boilerwharf were to be converted to passenger needs blasting and paint work in other sections of the shipyard would be affected.

As an example of how important Boilerwharf was, the GWU said, it was worth mentioning that work had just been completed on a vessel which for most of the time was berthed at Boilerwharf. The work carried out on it was valued at EUR4.2 million. And it was not the only vessel using Boilerwharf.

The GWU said the Malta Shipyards had already given up Dock 1 with all its space and stores and to date, years after it was given up, the dock was still not being used and the building and remaining machinery were deteriorating.

The GWU added it suspected the yard and the government wanted to give up tanker repair work, which would be financially detrimental to the shipyard. The yard was already not cultivating this work sector, though Malta was on the main route for oil exports from the Middle East to Europe and the US.

It was the same for the Marsa dock. It had been agreed that the shipyard needed to continue with major projects in conversions, and the Marsa facilities were designed specifically for this. Depriving the yard of the wharves would be detrimental to these operations when they reached the outfitting stage outside the dock.

The end result would be very poor work, thus efficiency and the financial results would worsen. It would amount to the government making it more difficult for the shipyard to achieve the aims set by the European Union.

As for Bezzina Shipyard the government's plans ignored this facility completely and no alternative was mentioned as to where this yard could operate. The company's investment was being ditched, and the workers' jobs would be lost.

Considering all these factors, the GWU said, it necessarily had to oppose the government's Grand Harbour proposals which threatened the livelihood of the workers and weakened the Malta Shipyards. The Metal and Construction Section would work under the direction of the GWU's central administration to prevent the threat to the jobs of the workers employed in businesses operating around Grand Harbour. **Source : The Malta Independent**

RM365mil vessel order for Coastal

Coastal Contracts Bhd has clinched its largest vessel sale transaction worth RM365mil, boosting its order book to RM753mil.

The Sandakan-based company told Bursa Malaysia that its wholly owned subsidiary Thaumaz Marine Ltd had sold four offshore support vessels to Singapore's Kreuz Engineering Ltd for a combined value of about RM365mil.

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Coastal said the sale was expected to contribute positively to its earnings per share and net assets per share in the financial year ending (FY) Dec 31, 2009 and in FY10. Its current order book would last it through 2010, it said.

Executive chairman Ng Chin Heng told StarBiz: "This deal is a milestone for us and will give a significant boost to the group's financials in FY09 and FY10. "Nonetheless, we expect new (and possibly larger) deals to keep flowing in." He said Coastal was hopeful that more encouraging new deals "would be struck in the near future".

"With our order book currently at more than RM750mil, it is not far-fetched to deduce that it could reach RM1bil, backed by the current positive outlook for the oil and gas industry, " he said.



Ng said that going forward, Coastal could diversify into the offshore engineering and fabrication market. "We are definitely keen on this area, given the robust growth in exploration and production due to high oil prices," he said.

He said the company was exploring strategic alliances. "We are hoping to stamp our mark in this related industry soon," Ng said. "The shipbuilding division will remain our main earnings driver in the near-term but our long-term aspiration is to become a more integrated player in the oil and gas sector." Kenanga Investment Bank head of research Yeonzon Yeow said the RM365mil sale was positive for the company. "It is certainly a positive development for Coastal. We can expect a minimum net profit margin of about 20% from the sale – that's about RM73mil in net earnings or 21 sen in earnings per share by FY09," he said. The projected RM73mil earnings is double the company's FY06 net profit of RM34.3mil. In financial year 2005, Coastal posted net profit of RM16mil.

He said Kenanga remained positive on Coastal's prospects owing to its aggressive ship-building programme. This latest sale, he said, was expected to free up additional working capital to fund the company's building programme of offshore support vessels, currently worth more than RM1bil. OSK Research analyst Arhnie Tan described the sale as a "significant development" and said the research house expected more such deals for Coastal. "This is their first sale of big-capacity offshore support vessels (of more than 10,000 break-horse power). We expect them to sell more (such vessels) from here on.

"Coastal is in the right business at the moment as there is a very high demand for offshore support vessels arising from a booming oil and gas industry worldwide," she added. Trading in Coastal shares was suspended from 10.47am to 2.30pm pending the announcement. The stock rose to an intra-day high of RM2.90 and closed at RM2.76, up seven sen. Some 1.2 million shares changed hands. **Source : The Star**

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The **THE IRIS** seen arriving in Rhodos, the passengerliner / ferry is built as the **KONSTANTIN SIMONOV** during 1982 in Szczecin, in 1996 the 137 mtr long vessel was renamed in **FRANCESCA** under which name she sailed until 2000 when she got her present name **THE IRIS**.

Photo : Ko Rusman ©

PCTC Höegh Manila named by Philippines' President Gloria Macapagal-Arroyo

In a traditional naming in Cebu, Philippines **Höegh Manila** was sponsored by Her Excellency Gloria Macapagal-Arroyo, President of the Philippines.

"It is a great honour that Her Excellency, the President of the Philippines, took the time to act as sponsor at the naming of our new car carrier", said Thor Jørgen Guttormsen, President of Höegh Autoliners. "We have important activities in the Philippines, and the presence of Her Excellency demonstrates that our activities are appreciated by the leadership in the Philippines."

Guttormsen attended the naming ceremony together with Deputy Chairman of Höegh Autoliners, Leif O.Høegh and more than 200 colleagues including local employees, officers and cadets.

Höegh has ordered four newbuildings in the Philippines, and operates a manning office in Manila

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Höegh Manila is the third vessel in a series of four Pure Car Truck Carriers (PCTC) being constructed by Tsuneishi Heavy Industries (Cebu) Inc. for Höegh Autoliners. The vessel is 179.9 meter long with a capacity to carry **5200 car** equivalent units. Two vessels were delivered earlier this year: **Höegh Brasilia** in March and **Höegh Sydney** in November.



The **HÖEGH MANILA** - Photo : Höegh ©

Höegh employs approximately 1200 seafarers from the Philippines on its operated vessels and manages manning, training and a cadet programme with 100 cadets from the University of Cebu through Höegh Fleet Services Philippines in Manila. "Developing and keeping highly qualified seafarers is an important part of our growth strategy", says Guttormsen. "We have long-term experience with training and operation with crews from the Philippines who deliver the high quality services we require."

During the naming ceremony Thor Jørgen Guttormsen donated USD 25 000 to SOS Childrens' Villages in the Philippines represented by National Director Mr. Bienvenido Delgado. Höegh is a main sponsor to SOS Childrens' Villages Norway and has contributed to the construction of three family houses and a social center at the LIPA village in the Philippines.



The **ARCADIA** seen departing from Gibraltar - Photo : Brian Harvey ©

MOVEMENTS



Replica of the **BOUNTY** visited the port of Brest, Built for the movie "**Mutiny on the Bounty**" starring Mel Gibson and Anthony Hopkins, This replica is 36 meters long, 9 meters wide and draw 1.20 meters of water. The main mast is 31 meters from the deck. The ship has 18 sails for a total surface of 929 m². It was constructed in Lunenburg (New Scotland, Canada), not far from Halifax, The **Bounty** made the trip Lunenburg-Tahiti by the Panama canal (7327 miles) in 33 days, at the average speed of 9,3 knots. The shooting of the movie took 8 months.

Nowadays the ship is a floating museum in St.Petersburg (Florida, USA), from November to May. Her proprietor has an educational foundation : the **Tall Ship Bounty Foundation**. The ship is dedicated to teaching and tallship knowledge preservation. So you can board for journeys between Canada and Caribbean islands, for trips without mutiny ;-)

Photo : Jacques Carney ©

AIRCRAFT / AIRPORT NEWS

Koninklijke Luchtmacht stelt Fokker 60's officieel buiten dienst

De Koninklijke Luchtmacht heeft vrijdag (12 oktober) op het Kustwacht Steunpunt Hato op Curaçao de laatste twee Fokker 60's buiten dienst gesteld. De toestellen werden de afgelopen twee jaar op de Nederlandse Antillen en Aruba als Fokker-60MPA's ingezet als maritieme luchtverkenningsvliegtuigen. De Fokkers maken nu plaats voor twee Dash-8 vliegtuigen van de Kustwacht, zo meldt Defensie.

Na het buiten dienst stellen van de P-3C Orion en de tijdelijke inzet van Britse Nimrods was het algemeen bekend dat de Fokker 60 een tussenoplossing zou zijn. Op termijn zouden ze plaats moeten maken voor de eigen toestellen van de Kustwacht voor de Nederlandse Antillen en Aruba. Met overdracht van de vlag van de Koninklijke Luchtmacht door overste Van Zanten aan generaal-majoor Franken is formeel het F-60 detachement opgeheven.

Detachementscommandant luitenant-kolonel Van Zanten vond het geen treurig moment. "De afgelopen jaren is bewezen dat de Fokker 60 vliegtuigen een prima taak hebben vervuld zowel in Europa ten behoeve van militair transport, als hier op de Nederlandse Antillen als maritiem verkenningsvliegtuig." In november 2006 werden de andere twee Fokker 60's van 334 Squadron op de vliegbasis Eindhoven al buiten gebruik gesteld.

Omdat in de komende week nog de nodige familiarisatie met de nieuwe Dash-8 vliegtuigen van de Kustwacht moet worden uitgevoerd, zullen de twee Fokker 60's toestellen nog tot 22 oktober inzetbaar zijn voor operaties.

De Fokker 60, feitelijk een militaire versie van de Fokker 50 met een verlengde romp, een grote laaddeur en een versterkte laadvloer, werd in 1996 door de Koninklijke Luchtmacht in gebruik genomen. De vier Fokker 60's voor de Nederlandse strijdkrachten zijn de enige gebouwde toestellen van dit type.

In plaats van de Fokker 60's komen volgend jaar twee grotere C-130 Hercules-transportvliegtuigen de transportvloot van de Koninklijke Luchtmacht versterken. **Source : Luchtvaartnieuws**

New Coastguard helicopter flies maiden mission

The first of four brand-new **Sikorsky S92** helicopters, configured entirely for search and rescue (SAR), completed its maiden mission today for Stornoway Coastguard. The helicopter airlifted a 77 year old woman from Kinlochbervie who had been suffering with chest pains and took her to Raigmore Hospital at Inverness. The Coastguard helicopter was used as the doctor advised that she should be taken to hospital as quickly as possible.

Watch Manager Andy Mair said: "This is the first operational tasking the new S92 helicopter has completed for HM Coastguard and it continues the excellent service provided to the Maritime Community and General Public by the Coastguard Rescue helicopters based at Stornoway."

The new helicopter is being operated on behalf of the Maritime and Coastguard Agency by CHC Scotia who won the interim contract to supply aircraft to the MCA from 2007 to 2012. The interim contract provides for commercial search and rescue helicopter services from four civilian-operated bases - Sumburgh, Stornoway, Lee-on-Solent and Portland - for a five-year period from July 1, 2007.

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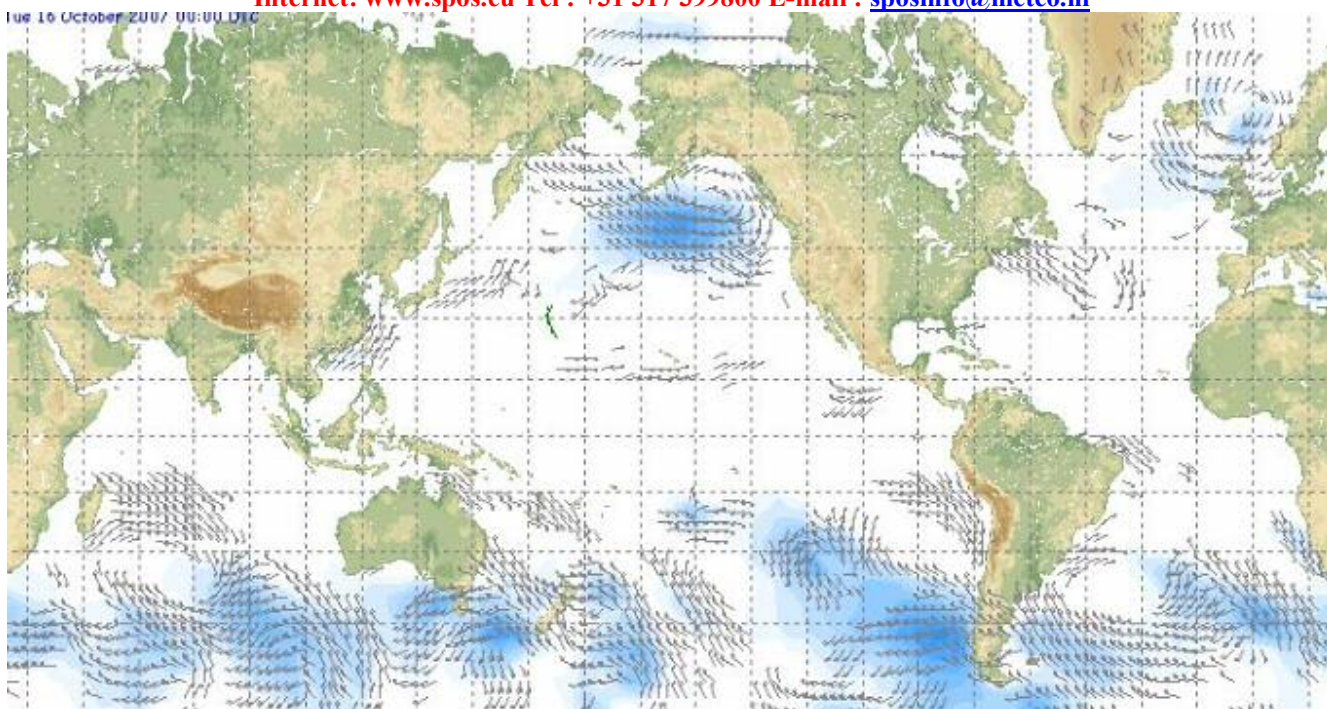
The service provides a 24 hour coverage at Stornoway, where the S92 is based. The new helicopter can fly faster and further to those in distress at sea and on the coast. It is fitted with specialised technical equipment including an on board automatic identification system (AIS), specifically designed for search and rescue. **Source : UK Coast Guard**

MARINE WEATHER

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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



Allseas Field Engineer **Jeroen** onboard the **CALAMITY JANE** at present off Portugal, trying to get the attention of the "mailboat" which had to collect the "propellerwashwater samples" to be send ashore for testing ☺
This jokes always works with people which are for the first time on a ship

Well done Jeroen and did the mailboat arrive on time ??

Photo : Wouter Kaandorp ©

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