

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 297



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

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Fax : (+31)105013843

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[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The 2005 built towing/pushing tug SEMA 2 flying a VCT flag crewed by Redwise Maritime Services BV seen entering Valletta on Monday 17th December 2007 for a minor repair job. She's the former EFSTRATIOS Z of Nikolaos Zouros, Greece & she's on passage to West Africa. - Photo : Lawrence Dalli - Malta Ship Photos ©**

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2132 HC Hoofddorp  
The Netherlands

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

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**MICKE ASKLANDER** webmaster of the famous ferry website [www.faktaomfartyg.se](http://www.faktaomfartyg.se) wishes all readers and visitors of his website a **Merry Christmas and a happy new year**

## EVENTS, INCIDENTS & OPERATIONS

### Container ships avoid strike-bound port

Container ships are avoiding the strike-bound Port of Napier - costing the port thousands of dollars. Port workers have been picketing since Saturday in protest of the loss of jobs.

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The action is expected to continue until the Maritime Union and the port meet for mediation. About 25 permanent and 60 casual staff employed at Hawke's Bay Stevedoring Services have been threatened with job losses after the port handed the contract to rival Mount Maunganui-based company International Stevedoring Operations.

Port chief executive Garth Cowie said container ships were avoiding the port, which could cost it "over \$10,000 per ship". "And it's not just that - it's also loss of wages for our staff," he told the Dominion Post.

Two ships had bypassed the port entirely, while another stood out at sea hoping for a resolution.

Maritime Union of New Zealand spokesman Victor Billot said the strike action would continue until Wednesday when mediation talks were planned.

The 120 picketers from around New Zealanders have been joined by dockers from the Maritime Union of Australia.

Source : [NZherald.co.nz](http://NZherald.co.nz)



## New BC Ferries ship sails into port damaged from travel

The latest addition to the BC Ferries fleet sailed into B.C. waters already damaged, having received a dented hull and shattered window from the long voyage here from Europe, BC Ferries said Monday.

The **Coastal Renaissance** has a crease in its hull and a cracked bridge window, both due to the rigours of the transit from the German shipyard where it was built.

"The ship did come in contact with a structure in one of the locks when it was going through the Panama Canal," said Deborah Marshall of BC Ferries, explaining the 1.5-metre dent in the hull above the water line.

Also, one layer of a double-paned bridge window in the bridge shattered, likely due to the twisting movement of the ship in heavy seas, Marshall said. "We've had that happen to our C class vessels as well. Sometimes when the ship is flexing, it can cause a crack."

She described the damage to the hull and bridge window as "quite minor" and won't necessitate the ship going into drydock here. Any damage sustained from the voyage will be paid for by the shipyard, Marshall said.

"We've officially taken possession of it now but under the contract they were responsible for delivering it here."

There's no estimate of what repairs will cost, she said. The **Coastal Renaissance** is expected to go into service between Departure Bay and Horseshoe Bay in March, after a period in which the crew is trained.

The vessel has been inspected by Transport Canada for approval to sail here "and a 10,000-nautical-mile journey was a good trial period," Marshall said. Source : **The Vancouver Sun**





The **ADA-D** was spotted in Brest where the tug arrived with the barge **AALST** for shelter in view of the weather  
Photo : Jacques Carney ©

## Rescuers try to contain oil slick after tanker capsizes at Indonesian port

Rescuers tried to contain an oil slick from a small tanker that capsized at a port in central Indonesia early Tuesday, after it was loaded up with more than 4,000 barrels (500,000 liters) of fuel, a port official and witnesses said.

It was not immediately clear how much oil had leaked from the "**Karisma Selatan**," but authorities placed rubber buoys around the overturned ship to prevent the slick from spreading, said Sri Sukaesih, the spokeswoman of Tanjung Perak port in the country's second largest city, Surabaya.

The tanker, owned by the Indonesian company PT Pasifik Selatan, capsized at 1:30 a.m. as it headed to the eastern province of Kalimantan, freshly loaded with 4,000 barrels of medium fuel oil, Sukaesih said, adding that the cause of the accident was not immediately known.

Rescuers were trying to determine how best to lift the tanker without causing a more serious spill - a process that could take two weeks, she said.

An Associated Press photographer and other witnesses at the port said they saw oil seeping from the hold, but that it appeared to be staying within the confines of the rubber buoys. Source : AOL

## Five Oceans and SPO team for salvage services

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**Five Oceans Salvage Consultants Limited (FOS)** and **Swire Pacific Offshore Limited (SPO)** have announced the formation of a 50:50 joint venture for the operation of salvage services.

"**Swire Ocean Salvage (Pte) Limited (SOS)** will combine the strengths of both companies in order to provide cutting edge salvage, wreck removal and emergency towage services to ship owning and insurance interests around the world," said SPO in a statement.

The JV will have the capability to mobilise modern and dedicated salvage equipment based in warehouses in Singapore, Dubai, West Africa and Greece to respond to all types of marine casualty.

**Five Oceans Salvage Consultants** have successfully performed five Lloyds Open Form salvage contracts so far in 2007. **Source : Offshore Shipping Online**



The **TOR VIKING II** seen arriving in the port of Aberdeen  
**Photo : Piet Sinke ©**

## Australian aircraft, ship to monitor Japanese whaling vessels

Australian Foreign Minister Stephen Smith on Wednesday announced that Australia will send aircraft and a customs ship to monitor Japanese whaling vessels off Antarctica.

A fleet of Japanese whalers were on their way to the Antarctic Ocean to hunt the huge marine animal, this time including 50 famed humpback whales.

Smith said the Australian vessel, **Ocean Viking**, an icebreaker, will shadow the fleet. However, it will not be armed and will not use force.

"It will be surveillance, not enforcement, or intervention," Smith told reporters here. "For the purposes of that surveillance, the customs boarding party will not be armed, and the Ocean Viking will not be armed," he said.

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He said he has already made representations to the Japanese government. "The Australian Government will take all diplomatic measures to seek to persuade the Japanese Government to stop the whale slaughter," he said.

Smith said Australia has commenced a formal diplomatic protest. "We will appoint a diplomatic envoy to seek to persuade the Japanese Government of the correctness and the rightness of our cause," he said.

Meanwhile, Smith said the Australian government is also considering pursuing international legal action.

The Australian attorney-general has commissioned Commonwealth Government and independent legal advice to see what options Australia can take against the whaling, said Smith.

Japan kills 1,000 whales annually. The Japanese agriculture, forestry and fishery ministry's hunting target for this year is 1,035. **Source : xinhuanet**

## Trinidad & Tobago - \$M drug bust at sea

TWO men were arrested following the seizure of illegal drugs from a vessel in the Gulf of Paria on Monday evening. Investigators yesterday reported the drug haul as being the second largest for this year in the south-western peninsula.

A police report stated that \$4.2M worth of compressed marijuana was seized on Monday at about 6 pm by Coast Guard officers who intercepted a boat in waters just off Soldado, Cedros.

Two Trini nationals who were on board the vessel were arrested by the coast guard officers and later handed over to members of the Organised Crime, Narcotics and Firearms Bureau.

Seventeen (17) crocus bags containing 283 blocks of compressed marijuana were found in the boat. Yesterday, Coast Guard Commander Kirton Huggins confirmed the drug bust, telling Newsday the matter was now in the hands of the police and charges are expected to be laid soon. PC Rabindranath Maharaj is investigating.

In highlighting other major drug busts carried out this year, police sources said that on May 15, four men were arrested and charged with possession of marijuana for the purpose of trafficking, after vehicles in which they were traveling were intercepted, during a road block in Chatham, Point Fortin.

Police seized 30 kilos of marijuana with a street value of about \$50,000 hidden in two crocus bags. In August, two men were also charged with possession of marijuana for the purpose of trafficking after they were allegedly held in the Gulf of Paria with 700 kilos of marijuana, in 32 crocus bags.

On December 10, \$5 million worth of compressed marijuana was seized by police from a van traveling along the North Coast Road, Maracas.

A San Juan man is currently before the court to answer charges arising out of this seizure. **Source : newsday.co**

## Italian ship safe, away from Somali coast - owner

The Italian owners of a container ship on Tuesday denied reports that it had been attacked by pirates off Somalia.

The East African Seafarers' Assistance Programme reported on Monday that suspected Somali pirates had attacked the Italian-flagged **MV Jolly Turchese** as it travelled through one of the world's most dangerous waterways.

"We have heard from the Jolly Turchese this morning and there has been absolutely no attack on our ship," Captain Cervetto Armando, fleet operator for Messina Lines, told Reuters by telephone from Italy. Somali pirates regularly attack ships for ransom, taking advantage of the power vacuum and chaos on shore. **Source : africa.reuters**

## Iranian ship takes shelter

AN Iranian cargo ship dropped anchor off the Lyme Regis coastline in the early hours of Monday morning after running into engine difficulties in stormy seas.

The 25,168 tonne bulk carrier **Iran Deyanat** was en route from Antwerp to Bahia Blanca in Argentina with 28 crew when it stopped for engine repairs in the Channel at 3am on Monday, December 17.

Portland Coastguard advised the master to shelter in Lyme Bay. The coastguard emergency tugboat **Anglian Princess** was dispatched to stand by the vessel as a precautionary measure while repairs are completed.

Source : [devon24.co.uk](http://devon24.co.uk)



The Severn class lifeboat **17-24 BON ACCORD** seen in Aberdeen

Photo : Piet Sinke ©

## Russia to release diabetic Japanese captain from detained vessel

The captain of a Japanese vessel detained last week for illegally entering Russian territorial waters will be returned to Japan due to health problems, Japan's foreign minister said on Wednesday.



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On December 13, Russian customs officers detained four Japanese fishing vessels near the South Kuril Islands, former Japanese territory off Russia's Pacific Coast, for poaching. Inspections revealed that out of 11 boats only seven had permission to trawl in Russian waters. One of the detained captains suffers from diabetes.

Foreign Minister Masahiko Komura said the captain will be taken to Japan by a Japanese coast guard vessel on Thursday, and that "Japan will continue talks with Russia on the release of the remaining crew members."

Confrontations over poaching between Russian authorities and Japanese fishing vessels are frequent in Russia's Pacific waters. Last August, a Japanese fisherman was shot dead near the Kuril Islands when Russian border guards opened fire at his boat after it refused to stop.

The incident further strained relations between Russia and Japan, which have contested the ownership of the Kuril Islands for over 60 years, a dispute that has kept the two countries from signing a formal peace treaty after World War II.

Last week, Russia's State Fisheries Committee announced that Russia would launch a crackdown on illegal exports of crab and other bio-resources to Pacific Rim countries from the beginning of 2008.

In 2006, a total of 80 fishing vessels made illegal catches in Russia worth over 900 million rubles (\$36 million). In the last two years a total of 7 million tons of illegally-caught seafood, worth 230 million rubles (\$9.2 million), has been seized in Russia's Bering and Okhotsk Seas. **Source : en.rian.ru**

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## FLYING PHANTOM CAPSIZED AT THE CLYDE

A search is underway in the upper reaches of the Clyde for the crew of the tug **FLYING PHANTOM**. At 1842, UTC, Clyde Coastguard received a 999 call from a Community Safety Officer stating they could hear someone in distress in the water near Clyde Bank.

Shortly afterwards Svitzer informed the Coastguard that they had lost radio contact with one of their tugs, fire fighting tug **FLYING PHANTOM**. The tug had run aground while towing a vessel to Glasgow and had parted its towline. John Griffiths, Duty Area Officer, Clyde Coastguard, says: "One of the four crew on board has been recovered from the water by a work boat and has been taken to hospital, the search is currently ongoing for the three remaining crew. The search is seriously hampered by the poor visibility, 15 metres, the wind is southeast force two (light breeze). We have had to stand the Royal Navy Rescue helicopter down due to the lack of visibility, we currently have four Coastguard Rescue teams on scene, three lifeboats in attendance, Royal Navy and Strathclyde Police divers, Strathclyde Fire and Rescue and a number of other boats are assisting in the search." **Source : Lloyds**

## Missing tug crewmen named

Three crew members feared dead after their tug boat capsized in heavy fog have been named by police. A search is continuing for skipper **Stephen Humphreys**, 33, from Greenock, **Robert Cameron**, 65, from Houston, who was an engineer, and **Eric Blackley**, 50, from Gourrock.

The **Flying Phantom** ran aground in the River Clyde while towing a vessel to Glasgow on Wednesday night.

A 37-year-old crew member who was rescued was said to be "comfortable" in Glasgow's Western Infirmary hospital.



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The tug is operated by Svitzer UK which said it sank at around 6.10pm on Wednesday in the River Clyde just before the Rothesay Dock and opposite Clydebank College.

Managing director James Curry said: "This has been a tragic accident. We are maintaining constant contact with the families of all four crew members and keeping them informed of all developments."

Clyde coastguard said that a number of vessels were involved in the search. They included four coastguard rescue teams, three RNLI lifeboats and other boats. Royal Navy and Strathclyde Police divers and Strathclyde Fire and Rescue were also helping with the search. **Source : The Advertiser**



The **FLYING PHANTOM** – Photo : Brian Climie ©

## Hopes fade as hunt for three tug crewmen resumes

HOPES are fading for three tug crewmen lost in the freezing waters of the River Clyde last night. The men are feared dead after Greenock tug **Flying Phantom** sank just off Clydebank.

Coastguard, Navy, RNLI, police and fire services mounted a massive rescue operation just after 6.30pm when radio contact was suddenly lost with the vessel while she was towing a cargo ship. One man was pulled to safety after swimming ashore but there was no trace of his fellow crew members as a number of boats searched a narrow stretch of the Clyde, near the mouth of the River Cart, in thick, freezing fog.

The rescued crewman was taken to Glasgow's Western Infirmary where his condition was described as 'stable'. One of the missing men has been named in reports as Steven Humphreys, master of the tug. It is not yet known where he, or his three crew, come from.

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The huge rescue operation for the missing men resumed as dawn broke today. Calum Murray, Clyde Coastguard watch manager, told the Tele: "A full scale search has resumed for the men this morning. We are continuing to search the water and the shore.

"We have five coastguard teams and we have approximately nine boats out there." Mr Murray said the water temperature would have been around 2.5 degrees when the **Flying Phantom** sank.

He said: "Marine Accident Investigation Branch will be flying up this morning to start an investigation into what happened." **Flying Phantom** was accompanying the **Red Jasmine**, a 39,000- tonne bulk carrier moving maize and soya from Brazil, when she ran into difficulties.

Eyewitnesses on the scene reported hearing a loud bang and then saw emergency vehicles racing towards the scene, near Clydebank College. Coastguard officials believe the towline snapped before the tug got into difficulties and capsized.

It is understood no Mayday call was sent before the tug went down in 10 metres of water. The alarm was raised when community safety officers on patrol in Clydebank heard someone in distress in the water and immediately called 999.

Around the same time, the tug's owners, Svitzer, informed the coastguard they had lost contact with their tug.

As the search began, visibility was so bad a Navy helicopter from RAF Gannet, Prestwick, was forced to return to its base. The only other major towage accident on the Clyde occurred when two men were killed as the Hororata yawed and her towline pulled the tug **Forager** over, sinking her, on 23 May, 1962. **Source : Greenock telegraph**

# THOUGHTS AND PRAYERS ARE WITH THE CREW AND THERE FAMILYS.

## Russian fishing vessel on fire, killing at least four

A Russian fishing vessel with 17 crew on board was on fire in the Far East sea on Tuesday, killing at least four people, the Far East regional emergencies center said.

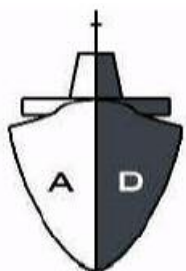
The vessel **Vincent** caught fire about 16 km off the Sakhalin coast. Thirteen crew members were evacuated to another ship heading to the port Korsakov, the center was quoted by the Itar-Tass news agency as saying.

The damaged vessel is flying the flag of Cambodia. Its crew consists of Russian seamen. The rescue vessel **Atlas** was dispatched to the incident area off the Aniva Horn. **Source : xinhuanet**

## NAVY NEWS

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Waterstraat 16  
2970 SCHILDE  
BELGIUM  
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Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)

## Navy Saves Sick Girl on Cruise

A teenager whose appendix ruptured at sea, hundreds of miles from help, got safely to shore Tuesday after an unusual rescue in which the Navy airlifted her from a cruise ship for emergency surgery. Laura Montero, 14, fell ill aboard the **Dawn Princess** cruise ship off the coast of Baja California.



The Bahamian-registered ship sent out a distress call Friday that was answered by the **USS Ronald Reagan**, which was on training manoeuvres about 500 miles away. The **Reagan**, a nuclear carrier, was the closest ship with a hospital facility, according to a news release from the Navy. A spokeswoman for Princess Cruises, which operates the **Dawn Princess**, said the

ship's captain called the Coast Guard for help because he felt that would be faster than diverting to the nearest Mexican port.

The **Dawn Princess** returned to its home port of San Diego over the weekend from its regular weeklong run along the Baja California coast to the resorts of Cabo San Lucas, Mazatlan and Puerto Vallarta, Mexico. The **Reagan**, which carries as many as 6,000 crew members and costs about \$2.5 million a day to operate while under way, returned Tuesday morning, its scheduled return from the training tour

## MSDF ship passes interceptor test

The Maritime Self-Defense Force destroyer **KONGO** knocked out a midrange ballistic missile in space shortly after noon Monday with a U.S.-made interceptor in a test conducted off Hawaii, Defense Ministry officials said.

The U.S. military has conducted similar successful tests in the past, but this was the first time a U.S. ally has destroyed a ballistic missile in space from a ship at sea.



Experts said the success marks a major step forward for Japan in the buildup of its missile shield, which was accelerated after North Korea's missile tests last year. But they also voiced concern it could affect the military balance in East Asia.

In the test, the Pacific Missile Range Facility on Kauai, run by the U.S. Navy, fired the target missile into the sky shortly past noon Monday Hawaii time. The MSDF's **Kongo**, equipped with the Aegis advanced missile tracking system, detected the missile and three minutes later fired its interceptor, destroying the target, the U.S. Missile Defense Agency said.

**Photo : U.S. NAVY PHOTO/AP**

The **USS Lake Erie**, a guided missile cruiser, tracked the missile target and fed information on it to a command center.

Experts said the test target resembled a North Korean Rodong missile.

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This missile has a shorter range than the Taepodong missile North Korea sent over Japan a decade ago. But North Korea is believed to have an arsenal of about 200 Rodongs, and Japanese defense experts say it represents the greatest threat to Japanese security.

In Tokyo, the government lauded the successful missile test, with Chief Cabinet Secretary Nobutaka Machimura telling a news conference: "It is very important for the security of Japan. . . . We must introduce the necessary equipment and conduct drills in a steady manner."

Defense Minister Shigeru Ishiba told a separate news conference: "The shoot-down has great significance. . . . It marks major progress in efforts to raise the credibility of the missile interception system of our country."

The sea-based Standard Missile-3 interceptor system covers the upper range of Japan's two-layer missile defense shield. The SM-3 is designed to intercept incoming ballistic missiles outside of Earth's atmosphere, while the ground-based Patriot Advanced Capability 3 is designed to intercept descending missiles missed by the SM-3.

The Cabinet formally decided in 2003 to develop the missile shield jointly with the United States following North Korea's test-launch of a Taepodong-1 ballistic missile in 1998, part of which flew over Japanese territory and fell harmlessly into the Pacific.

Japanese officials estimate the cost of the entire missile defense shield project will possibly reach ¥1 trillion.

The first PAC-3 missile launcher was deployed to the Air Self-Defense Force's Iruma base in Saitama Prefecture last March. The ASDF has since deployed PAC-3s to the Narashino base in Chiba Prefecture. The Defense Ministry plans to deploy PAC-3 launchers at nine other ASDF bases around Japan by fiscal 2010.



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## Deputy commander of Chinese navy dies of illness at 59

Navy Lieutenant General Zheng Baohua, deputy commander of the Chinese People's Liberation Army (PLA) Navy, died of illness on Dec. 10, at age 59.

Hu Jintao, general secretary of the Communist Party of China (CPC) Central Committee, State president, chairman of the Central Military Commission, and other senior military and Party officials Guo Boxiong, Cao Gangchuan, Xu Caihou and Bo Xilai have mourned over Zheng's death and comforted his family.

Zheng, a native of Fengtang County, Hebei Province, joined the army in 1969. Since then he had held a series of military positions in land troops and in the navy. These included captain and head of the destroyer division of the South China Sea Fleet of the the PLA Navy, deputy chief of staff of the South China Sea Fleet, and chief of staff of the navy's Fujian base.

In 1997, he became a rear admiral. In 2000, he was appointed head of the Dalian Warship Academy of the PLA Navy. In 2005, he was promoted to deputy commander of the PLA Navy. Last year, he became a Navy lieutenant general.

Source : xinhuanet

## Taiwan president pushes for naval build-up

Taiwan's President Chen Shui-bian on Tuesday pressed for a build-up of the island's seaborne defences, warning of a possible Chinese blockade during a trip to a naval base.

Taiwan is moving slowly towards acquiring eight new submarines from the United States after gaining parliamentary approval for a two billion dollar (61.54 million US) "assessment fee" last week.

"Since Taiwan is surrounded by ocean, its external trade relies largely on shipping. Should China launch a naval blockade, Taiwan's lifeline would suffer severe impact," Chen said at Tsoying, southern Taiwan's main naval base.

The submarine deal, offered by US President George W. Bush in April 2001, is part of an arms procurement bill scaled down from an original 512 billion dollars.

It also calls for the purchase of six PAC-3 Patriot systems and 12 P-3C anti-submarine aircraft.

Chen also said he has ordered "the defence ministry and the navy to ... facilitate the processing of the arms deal."

The defence ministry says Taiwan needs the eight submarines because China could use its huge fleet to blockade the island in the event of war.

Beijing has repeatedly threatened to invade the island should it declare formal independence. Taiwan and China are ruled separately since their split in 1949 at the end of a civil war.

Taiwan navy's submarine fleet currently consists of two 50-year-old Guppy-class diesel-electric boats, both in very poor condition, and two Dutch-built Hai-Lung-class boats commissioned in 1987/88. Source : [Spacewar.com](http://Spacewar.com)

## First improved Oyashio-class submarine fitted with Stirling AIP

The first of the improved Oyashio-class submarine for the Japan Maritime Self Defence Force (JMSDF) was launched at Mitsubishi Heavy Industries' shipyard in Kobe on December 5th 2007. Some 200 guests attended the ceremony at which Admiral Yoshikawa, Chief of Staff JMSDF, traditionally cut the rope for launching. Fitted with Kockums Stirling Air Independent Propulsion (AIP) system, the leading submarine - **Soryu** - will significantly enhance the boat's stealth and special operations capability.

Gunnar Larsson, CEO of Kockums states: - This is a major milestone in Kockums long term and successful relationship with Japan, in particular with our industrial partner Kawasaki Heavy Industries in Kobe. It also recognizes Kockums as a world leading supplier of well proven submarine AIP technology - an informed Japanese customer known to only choose the best. **HMS Gotland's** joint exercises with the US Navy during two years also evidenced the strength of our submarine technology.

An extensive program has been undertaken in Japan to evaluate Stirling AIP technology with the objective to incorporate that technology on future JMSDF submarines. **Source : kockums**

### SHIPYARD NEWS

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[www.disamaritime.com](http://www.disamaritime.com)

Ketelaarstraat 5c  
B-2340 Beerse  
Belgium

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



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)

## Aker Yards Finnish ferry projects face more delays

With problems with its Finnish yards' ferry deliveries impacting its financial results, Aker Yards is contemplating spinning off its offshore and specialized vessels business to enhance shareholder values.

Aker Yards reports that the delivery program for ferries from its Finnish yards has again had to be revised. Several projects will be delivered "some weeks or months" later than planned.

Aker Yards attributes the delays to "the continued very heated situation in the shipbuilding industry, and continued high loading in the Finnish operations." It says its results for 2007 and 2008 will be impacted. The Board of Directors has also decided to evaluate a possible spin-off of the Offshore & Specialized Vessels business area in order to enhance shareholder values.

"The Finnish operations of Aker Yards have taken losses in 4Q on its order book by NOK 400 million, lowering the expected result for Aker Yards in 2007 to approximately NOK 500 million EBITDA," says the company. "The net profit is estimated at about NOK 350 million. The losses in Finland will have a diluting effect on margins in 2008. The margin level on cruise vessels in Finland has also been revised downwards. The combined effect gives an estimated EBITDA margin for the Group for 2008 at around 4 percent."

Aker Yards says a very high level of growth in activity level at the same time as the market is booming has lead to a lack of resources giving a knock-on effect on the total backlog in Finland. Thus the deliveries had to be adjusted to a more significant degree than previously anticipated. Towards summer 2008 loading will gradually be coming down.

The Board of Directors will evaluate several alternatives for the possible spin-off of the Offshore & Specialized Vessels business, including spinning it off to existing shareholders, by a separate stock listing, or "other alternatives that will be attractive to all shareholders." **Source : MarineLog**

## ABG Shipyard books export orders

India's ABG Shipyard Ltd has recently announced a clutch of newbuilding orders from repeat customers. They appear to mark what could be the end of a dry spell for Indian shipbuilders that has lasted since the ending of the current Indian government subsidy program back in August.

Lamnalco Ltd, Cyprus has placed a repeat order worth \$32.2 million for two 53 m LOA, 80 t bollard pull, azimuthing production support vessel. The vessel is designed to be used for tow / move derrick / lay barge / rigs, tanker handling and berthing with push / pull capability, anchor handling duties, move equipments and materials between barge and shore, external fire fighting, maintenance and pollution control, etc.

ABG has constructed and delivered seven vessels to Lamnalco and a further five are under construction.

Maridive and Oil Services S.A.E. Egypt has placed repeat order worth \$46 million for an additional two vessels. The vessels will be twin screw 72 m LOA, 130 t bollard pull Anchor Handling Tug / Supply Vessels. Built for operation in unrestricted waters, they are designed for multi purpose roles such as anchor handling, towing, transport pipes, fresh water, diesel oil, bulk cement, stores, materials and equipments, move men and materials between platforms and shore, evacuate casualties, external fire fighting and anti pollution control etc.

Since 2003, ABH has successfully delivered three vessels to Maridive and four more are at an advance stage of construction.

Precious Shipping Public Company Ltd Thailand (PSL) and ESLL, Cyprus have also ordered five 54,000 DWT bulkers at a contracted price of \$184.48 million. ABG currently has 12 of these vessels under construction for PSL. **Source : MarineLog**

## New Tugs Constructed at Admiralty Shipyards

On Thursday two ice-strengthened icebreaking tugs "**Svitzer Korsakov**" and "**Svitzer Busse**" left the Admiralty shipyards in St. Petersburg and left for Sakhalin, where the vessels will operate for the project "**Sakhalin-2**".

According to the marketing department of the Admiralty Shipyards, the construction if the icebreaking tugs was ordered by the Danish company SvitzerWijsmuller, which ships oil from the South of the island, from the Aniva Bay. The cost of the contract is not revealed. The vessels are expected to arrive to Sakhalin approximately in 2,5 months.

A spokesperson for the Admiralty Shipyard noted that the construction of sister ships is very possible. But he refused to tell whether the new vessels will be ordered by SvitzerWijsmuller or other company. The tugs will be used for towage and mooring operations at rigs and escorting VLCCs. The power of the each vessel is about 6 bhp, the thrust – 70 t., the number of crew – 5 people. Contemporary fire-prevention monitors were installed on the tugs enabling them to extinguish fire at a distance of 150m. **Source : SeaNews**

## ROUTE, PORTS & SERVICES

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### TOTAL VESSEL MANAGEMENT

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

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : [mail@workships.nl](mailto:mail@workships.nl)

Website : [www.workships.nl](http://www.workships.nl)

Happy Christmas and a peaceful 2008 everyone from the north Kent coast



**Peter Barker** wishes all readers a **Happy Christmas and a peaceful 2008**

## Wallenius and Wilhelmsen order world's largest RO-RO's

Wallenius Lines (OW) and Wilh. Wilhelmsen ASA (WW) have reached an agreement with Mitsubishi Heavy Industries (MHI) to build four vessels that will be the world's largest roll-on roll-off carriers (ro-ro). The vessels will be built in Japan at MHI's Nagasaki yard for delivery in 2011 and 2012.



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The new ro-ro carriers will have a cargo volume of 138,000 cubic meters, close to 10% more than WW/OW partnership's most recent ro-ro carriers.

WW and OW have through good collaboration with MHI developed tomorrow's ro-ro design featuring greater cargo capacity and more efficient operations. Recently a Protocol of agreement was signed.

The new generation of ro-ro vessels will be employed in WW and OW's joint venture Wallenius Wilhelmsen Logistics. They will be designed for efficient transportation and handling of high and heavy cargo (H&H), non-containerized cargo (NCC) and cars.

The vessels will be unique on the basis of major innovative design criteria such as high ramp capacity, deck strength and height, low fuel consumption, good transportation economy and safe cargo handling.

Environmental considerations have included paying particular attention to hull lines development in order to reduce fuel oil consumption and exhaust gas emissions. The exhaust gas energy will also be recovered to generate the entire electrical need at sea. In addition an advanced ballast treatment system will be installed to reduce harmful transfer of micro-organisms between different ecosystems.

"This will further strengthen our unique position in the market and also contribute to our continuous need to expand the fleet," says group chief executive Ingar Skaug at Wilh. Wilhelmsen.

Lone Fonss Schroeder, president Wallenius Lines adds: "This order will add further capacity to satisfy our customers need and secure our position in emerging markets."

WW and OW are pursuing an extensive newbuilding program that currently comprises some 43 vessels to be delivered up to 2012. **Source : MarineLog**

## New Projects in Port of Rotterdam

Interforest Terminal Rotterdam (ITR) is to increase its warehouse capacity for forest products, reports the press-service of the port of Rotterdam. In January 2008 the total capacity will be increased by 20,000 sq m to 75,000 sq m. This new shed is needed to handle the growth in SCA's cargo and it also provides space for additional cargo. The facility is directly connected to the rail system with a direct link to the new dedicated freight line to Germany, the so-called Betuwe Line.

Besides, the port of Rotterdam has decided to enlarge the All Weather terminal by around 7 ha and add an extra deep-sea berth with a length of 240 m and a depth of 12.65 m. The new terrain will be used for handling and storing ferro and non-ferro metals. It is said that the terminal was opened at the beginning of 2004 and it handles ships up to 10,000 DWT.

It is said that ThyssenKrupp Steel is also making a significant investment to expand its production capacity by building a greenfield steel mill for producing slabs. The mill will be operational at the beginning of 2009. ThyssenKrupp Steel has decided to tranship the slabs via the port of Rotterdam. ThyssenKrupp will be shipping 2.2 mn tons of slabs a year from Brazil to Rotterdam. Onward transportation of the slabs to the ThyssenKrupp Steel production sites in Duisburg and Bochum (Germany) will be by barge and rail. The port of Rotterdam will create the necessary infrastructure on a greenfield site and will initially create a 500 m long quay with a depth of 16.65 m and covering around 12 ha. The stevedoring company Steinweg Handelsveem will build a super-modern terminal with storage capacity and cranes where ThyssenKrupp Steel is the launching customer. **Source : SeaNews**

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The former Norwegian lifeboat **G. UNGERVETLESEN** seen moored in Kristiansund

Photo : Marc van der Stok ©

## Greatship Global Offshore orders vessels in Sri Lanka

India's reports that Greatship Global Offshore Services Pte Ltd, the wholly owned subsidiary of Greatship (India) Ltd, has placed an order for two state-of-the-art construction support vessels on Colombo Dockyard Ltd. These MPSVs /ROV Support Vessels are due for delivery in January and May 2010. The Company has further informed that Greatship (India) Ltd is a wholly owned subsidiary of the Company.

In this regards the Company has issued following Press Release :

India's Greatship Global Offshore Services Pte Ltd., a wholly owned subsidiary of Greatship (India) Ltd (GIL)--itself a subsidiary of Great Eastern Shipping Company Ltd., has placed an order with Sri Lanka's Colombo Dockyard Ltd. for two state-of-the-art construction support vessels. These MPSVs / ROV Support Vessels are due for delivery in January and May 2010.

The vessels are designed to operate both as operating as advanced PSVs, with enhanced accommodations (50 pax) and DP2 capability, and as ROV Support Vessels. They are prepared for 50 T Active Heave Compensated cranes, 50T A-frames and helidecks.

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The order is in line with GIL's strategy of tapping the burgeoning sub-sea construction markets, both globally as well as in India.

GIL currently owns and operates three PSVs, two in India and one in the North Sea. GIL and its subsidiaries also have an order book of sixteen vessels and one rig under construction--two PSVs in Norway, four AHTSVs in Sri Lanka, four AHTSVs in Batam, four MPSVS in Singapore, two MSVs in India and a premium 350 ft jack-up rig in Singapore."

Source : MarineLog



Fred Olsen's **BREAMAR** seen moored in Willemstad ( Curacao )

Photo : Willem Kappert ©

## SKAUGEN SELLS LPG NEWBUILDINGS

NORWEGIAN shipowner IM Skaugen says its LPG carrier **Qin Shi Huang**, the second 3,200 cu m pressurized LPG carrier completed by its Chinese subsidiary Skaugen Marine Construction (SMC) and completed in August 2007 as well as a sister-ship currently under construction with expected completion in Q2 2008, have both been sold for US\$29m. Skaugen says it will realise a gain on the sale of the two vessels of about USD 9 million.

The **Qin Shi Huang** will be delivered to its new owners around 20 January and the new-building under construction will be delivered upon completion of construction.

This latest deal means SMC has now sold three of its first batch of Summergas ships under construction. Skaugen comments: "The vessels are built to good quality standards and are completed by the combined efforts of SMC and our alliance and JV partners. Moreover, we are able to deliver these ships at a cost significantly below of comparable industry prices. We have thus, through our unique process of ship building, proven our significant competitive advantage within the industry." IMS formed Skaugen Marine Construction (SMC) division in 2006 in China. It says: "Through SMC we have streamlined our marine construction activity for building of new gas carriers. With responsibility for all aspects of this programme, including managing our Chinese joint venture partnerships - the work of SMC is key to the future financial and operational success of the Group. The pioneering new-building programme, for the time being, comprises up to 16 vessels for delivery between now and 2010. 12 of these vessels have so far been confirmed with our suppliers and joint venture partners, two ships have already been delivered and the third one is scheduled for Q2 2008." Source : Maritime Global Net

## Singapore's cruise industry bolstered



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Singapore's efforts to grow and cultivate its local cruise industry has been bolstered the previous week with the announcement from Costa Cruises, Europe's leading cruise line, that it is doubling its presence in Asia from March 2009 with the introduction of a second cruise ship in the region.

**Costa Classica**, a 53,000 gross ton ship with accommodations for 1,680 guests and 590 crew, will be deployed from 27 March 2009 to 7 November 2009 on 33 cruises lasting between four and 14 days, with departures out of Singapore as well as Shanghai, Tianjin and Hong Kong.



The **COSTA CLASSICA** – Photo : Piet Sinke ©

The addition of a second cruise ship in the Asian market brings Costa's overall capacity in the region to 85,000 berths.

Singapore Tourism Board's Area Director for Northern & Western Europe, Divya Panickar said: "It is encouraging to hear that Costa is increasing its capacity in Asia. The future of cruising in Asia has never looked better, especially from Singapore's strategic location in the heart of Asia. We are delighted that international cruise operators are seizing the opportunity to make Singapore their gateway into the region."

Singapore's excellent air and sea connectivity makes it an obvious choice for holiday-makers to embark on their cruise adventure to experience Asia's diverse cultures, stunning landscapes and exotic charms.

Ms Panickar continued: "We also welcome passengers to discover the many unique facets of Singapore on their shore excursions."

By 2015, Singapore aims to achieve a cruise throughput of 1.5 million passengers, contributing meaningfully to its target of S\$30 billion in tourism receipts and 17 million in visitor arrivals.

More and more people are choosing Singapore as their preferred destination for a cruise holiday. Singapore welcomed 35,448 cruise visitors from Europe in 2006 representing an increase of 45% over 24,386 visitors in 2005. Since Costa began operations in the Far East, more than 50,000 guests have sailed on the Costa Allegra on a total of approximately 100 cruises.



Later next year (2008), Royal Caribbean's Legend of the Seas will return to Asia for a second consecutive season to offer travellers more cruises out of Singapore, ranging from two to 14 night itineraries. Cunard's elegant and stylish Queen Victoria is also scheduled to visit Singapore when she goes on her maiden world cruise in 2008. Joining these international players is Star Cruises, which has been based in Singapore since 1993. It continues to create excitement in Asian cruising with its deployments and new market-focused products.

In 2006, Singapore launched a S\$10 million Fly-Cruise Development Fund to encourage cruise companies in Singapore to develop its Asian presence and more importantly, to anchor strategic deployments in Asia, in Singapore. Costa Cruises and Royal Caribbean International were the first to tap the fund, while several other major cruise players have also expressed their interest to collaborate on regional cruise marketing efforts. **Source : Travel Daily News**

## **Gasunie and Vopak to Build LPG terminals**

Nederlandse Gasunie (Gasunie) and Koninklijke Vopak N.V. (Vopak) have agreed with Essent N.V. to further develop the Eemshaven LNG project. Companies have signed a Heads of Agreement. As part of the deal, Gasunie and Vopak each acquire a 25% stake in the project, while Essent keeps a 50% stake.

Gasunie and Vopak are partners who took the initiative to develop Gate terminal, the first Dutch LNG import terminal, which will be built at the Maasvlakte in the Port of Rotterdam, the Netherlands. The Gate terminal has an initial throughput capacity of 9 billion cubic meter (bcm) per year and can be expanded to a maximum of 16 bcm per year. The throughput capacity of the planned terminal in the Eemshaven port will be maximum 12 bcm per year. Gasunie and Vopak have taken the final investment decision on the Gate terminal project, in which Essent will participate, both as a customer (for 3 bcm gas throughput) and as a shareholder (5%).

The terminal in Rotterdam will have an initial throughput capacity of 9 billion cubic meters (bcm) per year and will consist of three storage tanks and one jetty. The annual capacity can be increased to 16 bcm in the future. The tanks will have a net capacity of 180,000 cubic meters each and the jetty will be suited to accommodate LNG carriers ranging from 65,000 to the biggest carriers. The terminal is expected to be fully operational in the second half of 2011.

The total project cost is estimated at around EUR 800 million. A substantial part of this investment will be financed externally by means of a project financing arrangement based on the credit profile of Gate terminal. The financing is expected to be completed in the first half of 2008, reports Vopak's press-service.

The first customers to have signed long term throughput agreements with Gate terminal are DONG Energy from Denmark, EconGas from Austria and Essent from the Netherlands. These customers have each committed to an annual throughput of 3 bcm. As part of the agreement DONG Energy, Essent and OMV GAS INTERNATIONAL (as major shareholder of EconGas) will each acquire a 5% equity stake in Gate terminal, whilst the independent character of the terminal is safeguarded.

John Paul Broeders, Chairman of the Executive Board of Vopak and Marcel Kramer, Chairman of the Executive Board of Gasunie, jointly commented: 'This terminal is an important addition to the Dutch infrastructure for energy supply and transport. Our customers require an additional entry point for natural gas. By combining the unique experience and skills of our two companies in natural gas transport, LNG technology, gas and liquids storage and marine terminalling, we created a competitive win-win solution. **Source : SeaNews**

## **New Vessel for PRISCO Launched**

On 17 December 2007 an Aframax class tanker for PRISCO was launched at the Hyundai Heavy Industries shipyard in South Korea, reports PRISCO's press-service.

The construction of the 104,000 dwt "**Zaliv America**" m/t started on May 2007 and at the end of January 2008 it is planned to put the tanker into operation. The contract with the charterer is already signed. **Source : SeaNews**

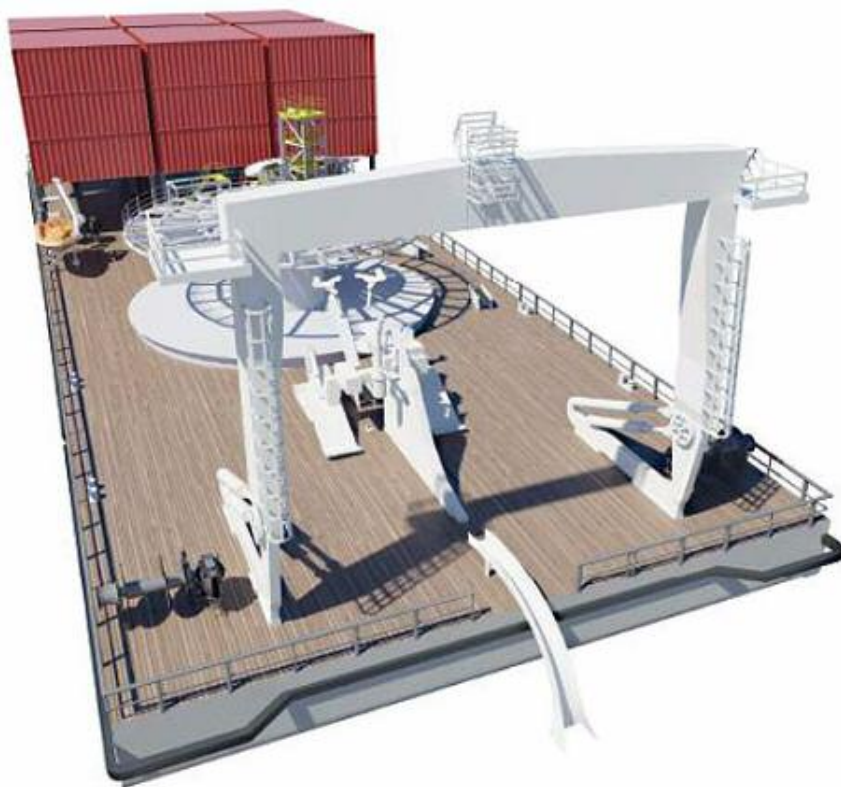
## Wilson has entered into an agreement with a Chinese shipyard for the construction of a series of 8 bulk vessels of 4.500 dwt.

As part of the company`s stated growth strategy, Wilson has entered into an agreement with a Chinese shipyard; Shandong Baibuting Shipbuilding Co Ltd (Rong Cheng, China) regarding the construction of 8 bulk vessel of 4.500 dwt. The agreement contains various reservations from both parties, hereunder mutually acceptable guarantees. The subjects are expected to be lifted during first quarter 2008.

The vessels are scheduled to be delivered from mid 2010 until primo 2012 and will have a cost price to the yard of about MUSD 10,4/vessel. Final information about the agreement will be made public as soon as the subjects are lifted and the contract becomes effective.

Wilson is currently operating a fleet of 107 vessels of which 47 within the 3-4.500 dwt segment. **Source : Marine Norway**

## MOVEMENTS



The tug **UNION DIAMOND** will depart with the **AMT EXPLORER** now named **CLB EXPLORER** today at 11:00 hrs from Rotterdam, with destination the UK to load some more materials . The **CLB Explorer** of **OCEANTEAM** is a multi-functional barge for installation of flexible products. The barge can be equipped with different installation spreads where under the 7000 ton carousel or with a separate multi reel system. She will be used on the next Offshore Wind Projects starting with **Robin Rigg**, handling agent in Rotterdam is **Vessel Support Services**



BIGLIFT's **TRACER** departed from Rotterdam

Photo : John van der Linden ©

## OLDIE – FROM THE SHOEBOX TAI PING YANG



The **TAI PING YANG** seen moored in Rotterdam

Photo : Mr.Bruinsma ©



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The general cargo vessel **TAI PING YANG** was built in Kiel, (Germany) during 1929. The ship's name is Chinese for "the great Pacific Ocean"

The 7025 GRT vessel was launched by Deutsche Werke A.G., Kiel (Yard No. 223) on May 4-1929. Upon completion on Aug. 27-1929 she was registered in the ownership of Transpacific Corporation, Panama. The cargo vessel was powered by 2 x 8 cyl. 4 SCSA oil engines totalling 7000 ihp by shipbuilders driving twin screws, for a service speed of 14.5 knots onboard was capacity for 10 passengers. During 1937 she was re-registered under the Norwegian flag at Tønsberg .

During WW II Albert Toft was the captain (later Capt. of the Talabot and Temeraire). At the end of July-1940 she was listed in Convoy OA 190, bound for NewYork in ballast, station 63. Several other Norwegian ships took part of this convoy

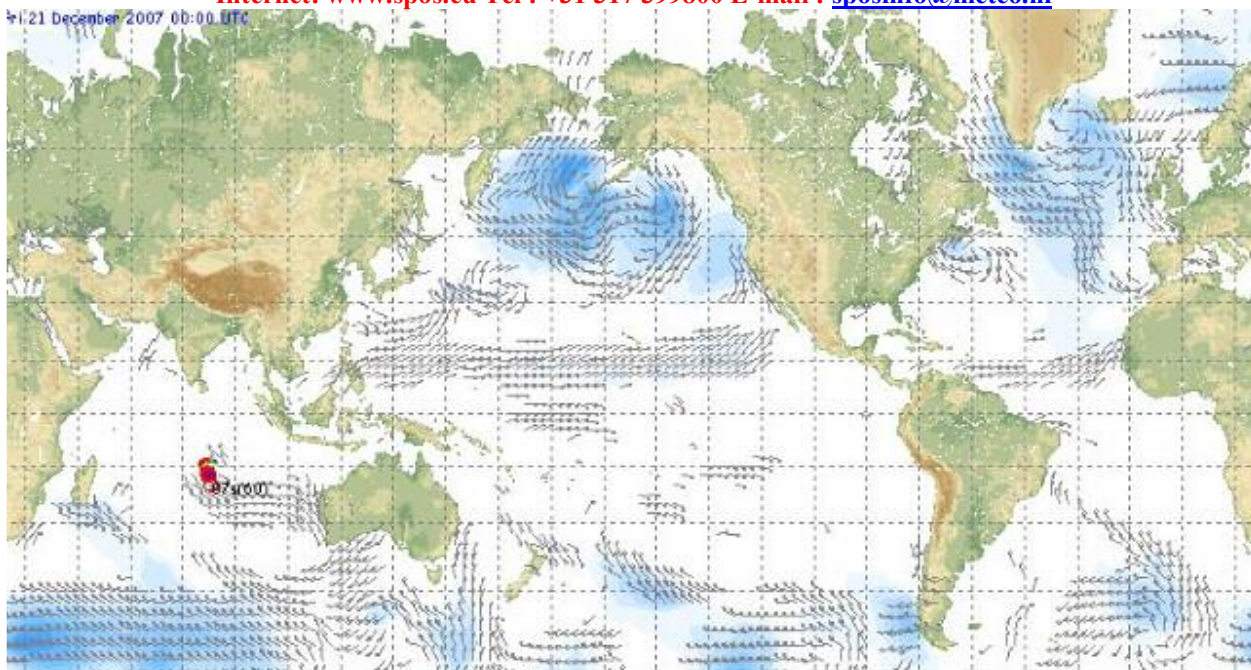
After the war she was re-engined in 1952 by Howaldtswerke Hamburg A.G. with 2 x 5 cyl. 2 scsa oil engines totalling 8000 ihp (Howaldtswerke) for a maximum speed of 15 knots. Sold to Olistim Navigation Co. (Achilles Frangistas, manager), Greece on May 22-1962 and renamed **Sophia**. Sold again in 1964 to Lestam Greek Shipping Co. Ltd., Greece. Sold in 1969 to Sophia Shipping Co. Ltd., Cyprus. Sold in 1972 to Istanbul Metalurji Sanayii A.S., Turkey for scrapping. Demolition commenced at Fener on March 16-1972. (Source : Wilh. Wilhelmsen fleet list).

## 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 ....



The KNRM Ter Heijde lifeboat **GEORGE DIJKSTRA** seen arriving in the port of Hoek van Holland  
Photo : **Piet Sinke** ©

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