

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001



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



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**The QUEEN MARY 2 seen moored at the Mega Pier in Curacao
Photo : Kees Bustraan ©**

IN MEMORIAM

Just before Christmas the compiler of the newsclippings received the very sad news that

HENK POOT Jr

At an age of only 38 years old, passed away in his sleep.

Because I know Henk myself, due to the work we are in, it hit me personally also !!

From this place I wish on behalf of all the readers Henk's family, friends and relatives, all the strength to cope with this very unexpected loss.

Henk was brought to his last resting place yesterday (December 31st) in Schiedam.

**Van de grootse plannen die je voor de toekomst had, gaat niets meer terecht komen.
Henk je laat een leegte achter die nooit meer opgevuld kan worden
We gaan je missen**

******HENK REST IN PEACE ******



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EVENTS, INCIDENTS & OPERATIONS

Dockwise Transport BV takes delivery of second of series of six semisubmersible heavy transport vessels

Following the delivery of the "Transporter" in May 2007, heavy lift vessel "Target", one of the former Sealift vessels, now joins the fleet of Dockwise Transport BV, a wholly owned subsidiary of Dockwise Ltd. The "Target" is the second of six singlehull tankers to be converted into heavy lift vessels.



Photo : Aart van der Lelij ©

These six vessels, recently added to the Dockwise fleet, of which the last is scheduled for delivery at the end of 2008, will enable Dockwise to optimize strategic deployment of the 22-vessel fleet to best serve the various markets. More specifically, Dockwise will be able to provide clients with unparalleled flexibility in using various types of vessels, reducing risk and increasing scheduling and contracting opportunities for different clients.



Photo : Aart van der Lelij ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001

After successfully completing the submerging test and sea trials, the vessel was delivered to the owners on December 24, 2007. The heavy transport vessel is designed to transport complex, high-value cargo and has a carrying capacity in excess of 35,000 tons. With an unobstructed deck area measuring 44.5 m x 130 m, the vessel is well suited to carrying semi-submersible and jack-up drilling units, as well as offshore structures.

This vessel was converted at the COSCO shipyard in Nantong, China. The entire midsection is newly constructed and fitted to the bow and aft part of the single-hull tanker. As a result, the classification authorities consider the vessel to have an economic life of around ten years, resulting in a remaining economic life of 20 years.

To ensure the most effective way of operating the vessel, Dockwise has appointed Anglo-Eastern Ship Management to provide technical and crew management. As such, the new vessels will operate under the same management systems as the existing Dockwise vessels. Crews, superintendents and other personnel will therefore be completely familiar with all operating procedures, ensuring safe operations. Since the merger, Dockwise has been able to secure several contracts, building the backlog of this vessel.



The **STENA ALEXITA** seen leaving the drydock at Damen Ship Repair in Schiedam with assistance of KOTUG's **VS HAMBURG** - Photo : Jan Simons ©

HEBEI SPIRIT INCIDENT ARRESTS

THE masters of a barge and a tugboat involved in the **Hebei Spirit** oil spill that has badly affected beaches in Korea have been arrested according to a BBC report.

Other media reports say that South Korea's coastguard has also applied for a warrant for the arrest of the master of the **Hebei Spirit**, a VLCC that was at anchor when a barge carrying several large cranes broke free of its tow line and drifted towards the anchored tanker. It was reported that the tanker master made desperate efforts to heave up and move his vessel but was unsuccessful.

Some 10,500 tonnes of crude oil was spilt, badly affecting beaches and fish farms on the country's west coast. The spill is said to be Korea's worst.

Meanwhile it has been reported that the Korea Marine Pollution Response Corporation has had the the Hong Kong-owned and registered and V.Ships managed **Hebei Spirit** arrested in a bid to recover clean-up costs. "We sought the court ruling to ensure we retrieve the clean-up costs," a corporation spokesman was quoted by AFP.

Sleepboot Fighter wordt podium

Sleepboot **Fighter**, die klaar lag in het Kanaal van Gent naar Terneuzen voor de sloop, krijgt een nieuw leven.

Het schip gaat naar de **Stichting Intorno Ensemble** in Schiedam. Die wil er een drijvend podium van maken. In eerste instantie komt de **Fighter** in de Schiehaven te liggen, maar het is de bedoeling dat het een rondvarend podium wordt voor beeldende kunst. **Bron : Omroep Zeeland**

Tribute to tug rescuer

by Colin Hutton

A CLYDEBANK boatman — who plucked the sole survivor of the tug **Flying Phantom** from the freezing River Clyde — has been hailed a hero. Devastated boatyard owner Rex Lyons, a friend of the tug skipper Stephen Humphreys — missing, presumed dead — told the post how his business partner, Keith Russell, saved crew member Brian Aitchison.

Keith's rescue has been described as a "one-in-a-million" chance by experienced boatman Rex, whose only consolation in this tragedy is the fact that one man was saved. Rex told the Post how moments before tragedy struck Keith had been standing in the Clydebank boatyard where they work, watching with interest as one of the biggest ships to come up the Clyde in years — The Red Jasmine — made its journey up river.

The Jasmine was being guided by three tugs, including the **Flying Phantom**. It was then that Keith got a phone call from a friend on one of the other tugs to say that there was a problem with the Phantom.

Within minutes he was on a boat and amazingly located Brian, 37. Rex, managing director of River Clyde Boatyard, told how Keith is absolutely devastated that he could not do more. Rex said: "The guy in the water was preparing to meet his maker and then out of the mist came Keith.

"Keith brought the guy back and then went back out searching and probably searched for about 15 hours — he's definitely the hero of the hour. "He just did what he had to do — it was instinctive.

"Keith has been out searching since it happened and he will not let go — he will be out there until they find them."

Rex told how Keith had been watching the boats closely. Rex said: "All Keith saw was the tug disappear round the side of the ship and when it did not appear again he was concerned. "His pal Jamie, who was on one of the other tugs, phoned him to ask if he could see what had happened because they were all worried.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001

"Keith ran down the pier to see what was going on and then jumped onto one of our boats and went out and, in a one-in-a-million chance, found one of the crew and plucked him out the water."

At the time of going to press the search was still ongoing for the bodies of the three missing men, Stephen Humphreys, 33, from Greenock, engineer Robert Cameron, 65, from Houston, and crew member Eric Blackley, 57 from Gourrock.

The **Flying Phantom** — owned by Danish firm Svitzer and based in Greenock — sank in thick fog on Wednesday night around 6pm at a section of river near Clydebank College. It was towing the bulk carrier when it ran aground near to Rothesay Dock.

Rex Lyons was close friends with Stephen Humphreys and has paid tribute to the man he described as a dedicated and experienced skipper and father.

Rex said: "Stevie Humphreys was a great tug skipper and if you had cut through his wrists there would have been tug written on his arms. "He loved his job and took pleasure out of his work. "The thing about him was that he loved a wee adventure and his latest adventure was the birth of his little baby.

"We are all absolutely devastated and our hearts go out to the families involved.

"This is just a tragic accident and no blame can be apportioned." Clydebank MSP Des McNulty added: "My heart goes out to the families of the people who have lost their lives in this dreadful tragedy. The tragedy underlines the risks that seamen face and the need to ensure that, wherever possible, rescue services can assist successfully."

Source : **Clydebank Post**



The fishing boat **PRINCESA DO MAR** seen near the stern of the **ALIANCA MAUA**
Photo : **Marcelo Vieira** ©

Wear D-Day tug to be broken up

A wartime tug, which helped marshal the United States D-Day invasion fleet on the south coast and has been a familiar sight on the Wear for the last 60 years, is to be broken up.

The TID-type tug, **Pallion**, left, owned by ship repairers, Wear Dock and Engineering, is now awaiting the breakers' torch in the company's dry dock.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001

She was among assets acquired by Wear Dock when the yard was bought from receivers of the failed Cammell Laird Group in 2002. She has since been laid up at Young's Quay, Hudson Dock, where her condition has deteriorated. Recently, a hole was discovered in **Pallion's** hull and fears of her sinking have prompted the decision to scrap her.

Wear Dock managing director, Harry Wilson, said: "It would cost a lot of money to put it right and she is uneconomical to repair. It would be cheaper to get a second-hand one."

Pallion was assembled from prefabricated parts by Richard Dunston Ltd at Thorne, near Doncaster, in 1944.
Source : **Sunderland Echo**

Hoekse redders gealarmeerd voor patiënt a/b vrachtschip

Door : **Ron Zegers – KNRM**

Vrijdagochtend 28 december werd de vrijwillige bemanning van KNRM reddingstation Hoek van Holland om 08.00 uur gealarmeerd door het kustwachtcentrum Den Helder. Het betrof een opvarende van het vrachtschip **Virginia** met een gebroken been. Het schip lag al enige tijd voor anker in ankergebied 3, 12 mijl buiten de Hoekse pieren.



Om 09.00 uur lag de KNRM reddingboot **Jeanine Parqui** langszij, ter plaatse stond er een behoorlijke zeegang waardoor de overname niet veilig kon geschieden. De kapitein van het vrachtschip wilde de patiënt wel met de boord kraan laten zakken, doch was ook onverantwoord. Er werd gevraagd aan de kapitein of het schip ankerop kon gaan en lij maken waardoor er betere kansen werden gecreëerd. Het bleek onmogelijk om het schip varend te krijgen.

Door deze tegenslag vond de bemanning het veiliger om een helikopter van de Marine in te schakelen. De helikopter vertrok vanaf Marinevliegkamp De Kooy in Den Helder. Bij het schip aangekomen gingen een reddingswerker en arts aan boord. Na een diagnose van de arts is de patiënt om

10:00 uur naar het MCH Westeinde Ziekenhuis in Den Haag gevlogen. Om terug te keren naar de thuisbasis in Den Helder werd eerst nog Rotterdam Airport aangedaan voor een tankstop.

Ietwat gedesillusioneerd meerde de KNRM redders om 10.30 aan in de Berghaven.

Russia Frees 6 More Japanese Fishermen

Russia has released six more Japanese fishermen who had been detained earlier this month after their boats were seized in disputed waters, Japan's Foreign Ministry said Thursday.

Japan sent a vessel to pick up the six crew members Thursday off Shikotan island, one of the four islands held by Russia since the end of World War II, but claimed by Japan, the ministry said in a statement. The fishermen were expected to return to a port in northern Japan later Thursday, it said. The six were believed to be in good health, according to ministry official Keiichi Shima.

On Dec. 13, the Russian border guard detained four boats carrying 11 people off the northern coast of Kunashiri Island, which is also claimed by both countries. A captain of one of the ships was released last week because of a chronic medical problem.

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Tokyo will continue to seek the early return of the remaining four fishermen, the ministry said.

Under a bilateral agreement, only specially registered vessels are allowed in the disputed waters. Russian and Japanese officials believe the seized boats were not authorized.

The territorial dispute over the island chain called the Kurils in Russia and the Northern Territories in Japan, has kept the two countries from signing a formal peace treaty for more than 60 years.

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Salvage operations continue

Salvage operations on the **New Flame** continued as the vessel's stern sunk to the seabed. The operations were re-launched prior to Christmas after severe weather conditions led to the stern side of the vessel sinking, and the ship breaking up in half.

Maritime experts have criticized the salvage operations claiming that the vessel's cargo should have been removed prior to the latest incident in order to allow the stern side to float. Reports that fuel oil polluting Spanish beaches originated from the **New Flame** have also been dismissed. Experts have pointed at possible unscrupulous dumping as a possible source, whilst other reports have suggested a possible incident in the region. The Government has claimed that no fuel is on board the vessel which could have led to the latest oil slick affecting Spanish beaches.

Titan Maritime appointed to rescue wreck

The stricken cargo ship **New Flame's** insurers have appointed Titan Maritime to rescue the wreck and cargo. Titan is one of the World's largest marine salvage companies. They, and part of their equipment, are already in Gibraltar. More is on its way said a Government spokesman today.

Titan is already undertaking preparatory works on the site, and is expected to commence removal operations in mid-January. **Tsavliris**, the Greek salvage company and the tug **Fotiy Krylov**, will remain on station until the wreck is formally handed to Titan. It will be recalled that Tsavliris was engaged in a project to try and save the stern end of the vessel. This project was recently abandoned due to the cost and technical factors. The operation is now one for the removal of the whole vessel as a wreck and the entirety of its cargo. A public presentation of the salvage operation will be made by the Government and the salvage company early in the new year.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001

A Government spokesman said: "The Government is entirely satisfied with the conduct of this complex and difficult operation to date. In terms of the exposure of its location, it is certainly one of the most complex anywhere in the world today. In excess of US dollars 20 million have already been spent by the salvors on this operation. Environmental safety and Shipping safety have been the paramount consideration from the outset, and will remain so. Accordingly, we will continue to keep the Spanish authorities well informed, so that they can assess and take whatever steps they deem necessary to protect their environment. That said, the Government is advised that the operation does not represent a material risk to the environment."



The **RT MAGIC** moored at the new **KOORENNATIONSTREET** jetty.
Photo : **Jacco van Nieuwenhuyzen** ©

Diamond Offshore reports Ocean Whittington incident

Diamond Offshore Drilling has reported that the semi-submersible drilling rig **Ocean Whittington** experienced an incident involving the ballast control system on Dec. 25, 2007. The rig has been stabilized and corrective measures have returned the unit to even keel.

There were no injuries to personnel and the rig is currently in the process of being re-manned after an initial partial evacuation according to procedure. The well has remained under control throughout the incident and is secure.

The Whittington initially listed approximately 9 degrees as a result of the ballast event and an investigation is underway to determine the cause. The **Ocean Whittington** is currently contracted to Petrobras and located offshore Brazil.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001



The **FAIRPLAY 23** seen operating off Portland (UK) with Capt. Carlo on the helm
Photo : Piet Sinke ©

CASUALTY REPORTING

S.Korea finds possible sunken ship

The apparent wreckage of a cargo ship that disappeared along with 14 sailors has been found, but lay too deep in the water to raise immediately, South Korean officials said. Meanwhile, the search continued for the missing.

The ship **Eastern Bright**, carrying 2,000 tons of nitric acid, was feared sunk after it sent out a distress signal early Tuesday off Yeosu, 280 miles south of Seoul. One sailor was rescued.

On Tuesday night, a navy boat equipped with sonar detected an object of a shape and size matching the missing 1,323-ton South Korean ship, said navy spokesman Lt. Kim Su-min.

Kim said the sonar is very accurate and that no other similar objects have been detected in the area nearly 1,500 feet away from the site where the ship signaled for help. But the water there is more than 200 feet deep, making it difficult for rescuers to dive or salvage the object to determine whether it is the ship, he said.

Kim said the object could be raised eventually, once a salvaging company with the appropriate expertise was identified. Dozens of Coast Guard and navy boats joined by helicopters continued search and rescue work to find survivors but have so far found only 18 metal drums and several life jackets and boats presumed to be from the ship, Coast Guard spokesman Kang Byung-mun said.

The survivor - a 28-year-old Burmese - told investigators he watched the vessel sink before he and the other crew members - 12 South Koreans and two Burmese - were swept away, Kang said.

Maritime officials have said the nitric acid on board was not likely to cause environmental damage because it easily dilutes. But the coast guard was dispatching boats to measure the acidity of the water to determine whether or how much nitric acid was released, said an officer at the coast guard's marine pollution bureau. He spoke on condition of anonymity, citing a bureau policy.



Smoking Seas off **La Guardia** (Spain) seen by reader **Peter Jansen** ©

Cargo vessel sinks after collision in Siak River

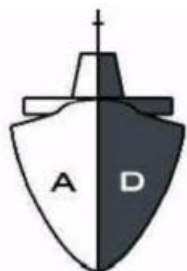
MV.**Eka Jaya** loaded to capacity with building materials and staple food sailing to Bengkalis from Pekanbaru, sank in Siak river following a collision with MV.**Sabrida**, a witness said.

"Perhaps the collision happened in a thick foggy night," Salman, of Merempan Hilir village, told Antara here on Thursday. The accident happened near Merempan Hilir village, Mempura subdistrict, Siak district, and evacuation has yet been conducted, he said.

The accident happened at 9 p.m. on Tuesday, he said, adding that the ship's crew and survivors tried to save the cargo from the sinking ship. The collision produced loud sound, he said. Siak police chief Adjunct Commissioner Arwin said high tides hampered evacuation efforts, but security was well under control.

NAVY NEWS

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'Ghost Fleet' ships now destined for Texas

Four ships from Virginia's "Ghost Fleet," once destined for a Baltimore salvage yard, will instead be heading south to Texas. The four hulks from the James River Reserve Fleet will be salvaged at two shipbreaking yards in Brownsville, Texas. The four are the **Pride**, **Scan**, **Cape Charles** and **Southern Cross**, all built in the 1960s. The U.S. Maritime Administration will pay just over \$2 million to dismantle the four obsolete ships at the Brownsville yards.

The ships were to be salvaged near Baltimore. But North American Ship Recycling closed its doors in October, citing high costs and little business. The "Ghost Fleet" now totals about 40 ships in the James River off of Fort Eustis.

Source : **Virginian Pilot**

MAHU IN ERE HERSTELD

Onder de naam P.M.T. (**St. Promotie Maritieme Tradities**) is in Amsterdam een groep vrijwilligers bezig met het in de vaart houden van oude marine schepen en afgelopen zaterdag 22-12-2007 hebben zij met de **Mahu (M 880)** een ondiep water mijnenveger de eerste geslaagde proefvaart gemaakt. Twee jaar van hard sleutelen gingen hieraan vooraf, de laatste reparatie was het vernieuwen van de spiegel welke in slechte staat was, maar dit lukte de vrijwilligers in een tijdsbestek van twee weken in het dok van de Firma Brouwer in Zaandam. Op het moment ligt de **Mahu** weer op haar ligplaats aan de NDSM Pier op het oude NDSM-terrein in gezelschap van onder andere de Pollux, (Oude 3 master opleidingsschip).

De **Mahu** is gebouwd bij De Noord-Alblasserdam, zij kwam eind 1961 in dienst en heeft tot 1969 dienst gedaan, daarna werd zij opgelegd en kwam uiteindelijk bij het mariniersmuseum te liggen waar zij de naam **Houtepen** kreeg (Oud Marinier). Vandaar is zij in zeer slechte staat overgedragen aan de P.M.T. en naar Amsterdam gesleept, waar zij in 2002 op haar nieuwe ligplek kwam aan de NDSM-pier.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001

Vanaf die tijd tot heden is grote groep vrijwilligers bezig geweest om haar weer vaarklaar te krijgen. O.A. zijn de hoofdmotoren, de hulpdiesels gereviseerd en de generatoren omgepold (alles is gelijkspanning en voor een oud koopvaardijelektricien om van te watertanden), diverse stukken van de opbouw vernieuwd en alle dekken geschuurd, gebreeuwd en in de D1 en D2 lak gezet. Alleen het berghout moet op diverse plekken nog worden vernieuwd en dan kunnen de vrijwilligers gaan voorbereiden op de eerste reis naar Zeeland. (Bezoek bij de Fam. Mahu)



Op de foto tijdens de eerste proefvaart passeert de **Mahu** haar zusterschip **van Straelen** welke aan de Borneokade ligt in Amsterdam. De **van Straelen** is verbouwd tot woonschip en is met de **Mahu** nog het enigste schip van die klasse in de originele staat.



The **RFA WAVE KNIGHT (A 389)** seen moored in Portland
Photo : Piet Sinke ©

Royal Navy's ultra-modern nuclear sub breaks down with faulty oil pump

The most technologically advanced submarine built for the Royal Navy, which has a sonar capable of tracking ship movements across thousands of miles, is in the repair shop after its most basic part failed at the first test.

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One of the million components that make up **HMS Astute**, the first of a new generation of nuclear-powered hunter-killer submarines, stopped working and caused serious damage.

The submarine, which has been built by BAE Systems at its shipyard in Barrow-in-Furness, Cumbria, and has cost more than £1 billion, was launched in June and is due to come into service in 2009. It is already more than three years late because of technical and project-management difficulties.

Now the builders are working all hours to ensure that there are no further delays, after the turbogenerators were damaged when, during a test of the systems, the oil stopped circulating. For a whole minute the mighty turbogenerators ran metal on metal after a lubrication pump failed. Scoring marks are having to be removed in a delicate engineering procedure.

The new submarine has been fitted with a nuclear reactor whose fuel will last throughout the boat's service with the Navy. A digital optical mast on board replaces the traditional periscope. But the simple failure of the oil pump is a serious embarrassment.

"We don't yet know whether there is going to be a delay in the programme, but they are working hard to make sure there isn't," the Navy said. Navy officials said they assumed that the submarine builders were culpable and would have to meet the costs of the damage.

BAE Systems said that the repair work should be completed by the end of the year. A spokesman said: "The incident was the result of a lubrication pump failing to operate during testing of the system. Once this failure had been identified, the test was immediately halted, but by that time both turbogenerators had sustained damage because oil had ceased to circulate." The spokesman added: "There was no nuclear material on the submarine at the time of the incident and the reactor was not affected."

The turbogenerators provide electrical power for systems on the submarine and are located in the engine room in the aft section of the boat.

The repair work to remove the scoring marks on the generator shafts is being carried out inside the hull at BAE's Devonshire Dock Hall complex in Barrow-in-Furness.

BAE said that measures had been taken to ensure that a similar incident did not happen again.

The company said that the intention remained to deliver the first of the new class of submarine to the Ministry of Defence by the autumn of next year, with the in-service date some time in 2009.

The first of the 7,400-tonne submarines, which will replace the Swiftsure Class and Trafalgar Class boats, has cost £1.2 billion. The MoD has ordered four of the submarines, and the Navy is hoping that there will soon be a contract for a further two or three. The other three now being built are **HMS Ambush**, **HMS Artful** and **HMS Audacious**. The MoD's current plans are to have a hunter-killer fleet of seven submarines after 2022.

Australians navy's new lethal submarine fleet

By Cameron Stewart

AUSTRALIA will build the world's most lethal conventional submarine fleet, capable of carrying long-range cruise missiles and futuristic midget subs, to combat an expected arms race in the region.

Defence Minister Joel Fitzgibbon has ordered planning to begin on the next generation of submarines to replace the Royal Australian Navy's Collins-class fleet with the aim of gaining "first pass" approval for the design phase from cabinet's National Security Committee in 2011.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001

The 17-year project will be the largest, longest and most expensive defence acquisition since Federation, potentially costing up to \$25 billion. It comes at a time when regional navies such as Indonesia's, China's and India's are seeking to dramatically expand their submarine fleets, potentially altering the balance of naval power in the region.

"There is widespread agreement that submarines provide a vital military capability for Australia," Mr Fitzgibbon said. "The development of new submarines requires long-term planning and needs to progress quickly, and that's what I have asked for."

Defence planners have examined two key studies this year, one by independent think tank the Kokoda Foundation, which have concluded that strategic shifts in the region will make submarines a more important to Australia's defence than ever before. Defence will study a wide range of futuristic options for the new submarines, which will be built in Adelaide and will replace the six Collins-class submarines when they are retired in 2025.

The new submarines will almost certainly be built by the builder of the Collins-class fleet, the Australian Submarine Corporation, once the government-owned ASC has been privatised.

"South Australia is the only credible location for the construction of Australia's next generation of submarine," Mr Fitzgibbon said. The aim will be to create the world's most deadly conventional submarine fleet to allow Australia to maintain its strategic advantage over fast-growing rival navies in the region.

Although Defence has not yet ruled out the possibility of Australia acquiring nuclear-powered submarines, this option is considered highly unlikely on strategic, practical and political grounds. Instead, defence planners will focus on producing a larger, quieter, faster and more deadly version of the existing six Collins-class submarines, which, after a troubled birth in the 1990s, have proved to be one of the country's most important defence assets. It is not known how many of the new submarines will be built.

Defence has confirmed that one of the options to be considered for the new submarine fleet will be small unmanned mini-submersibles that can be launched from the "mother" submarines. "Technological developments such as unmanned vehicles would probably offer complementary capabilities to any future underwater warfare platform," a Defence spokesman said.

These unmanned mini-submersibles, crammed with high-tech sensors, could travel remotely tens of kilometres away from the mother vessel to conduct surveillance, detect enemy submarines or carry an SAS team.

Another priority for the new submarines will be the new generation air-independent propulsion systems, which allow conventional submarines to stay underwater for longer periods, greatly increasing operational effectiveness.

Defence said the new post-Collins submarines will have more flexible designs, allowing them to be quickly reconfigured for different types of missions, from intelligence gathering to strategic strikes. The new submarines will be able to carry a greater variety of long-range weapons, possibly including long-range cruise missiles as well as short-range tactical land-strike missiles. They will also be configured to facilitate the secret transporting of SAS squads into regional hot spots.

In a study earlier this year, the Kokoda Foundation estimated that building, arming and supporting a new, fully modernised submarine fleet could cost between \$20 billion and \$25 billion, making it the largest defence project in Australia, dwarfing even the \$15 billion Joint Strike Fighter project.

The Government hopes to complete its initial research into the options for the new submarines by 2011, when cabinet will give "first pass" consideration to the plan. In 2014-15, the Government is due to give "second pass" consideration to the project, resulting in contracts and the eventual construction of the submarines, with sea trials tentatively scheduled for 2024. The submarine-replacement project will be included in the next Defence Capability Plan. **Source : news.com**

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EC PROBES STX'S AKER TAKE-OVER

THE European Commission says it has opened a detailed investigation under the EU Merger Regulation into the planned acquisition of Aker Yards of Norway by South Korean-based STX.

The EC claims an in-depth investigation will "enable the Commission to assess whether the removal of STX as a new entrant into the cruise ship market would possibly have anti-competitive effects and so harm consumers". The Commission now has 90 working days, until 15 May, to take a final decision on whether the concentration would significantly impede effective competition within the European Economic Area (EEA) or a substantial part of it. The decision to open an in-depth inquiry does not prejudice the final result of the investigation.

The adds that it has opened an in-depth investigation of the transaction due to possible anti-competitive effects on the cruise ship market. It says: "The construction of cruise ships is characterised by an oligopolistic market structure with only three large players worldwide, one of them being Aker Yards. The initial market investigation indicated that specialised know-how constitutes a high barrier to enter this market. The investigation also revealed that STX may actually be very close to entering the market and to becoming a competitor to the pre-existing players. The proposed transaction may therefore remove a potential new market entrant and have potentially anti-competitive effects that could result in harm to consumers in the growing market for cruise ships." **Source : Maritime Global Net**

Daewoo books \$2.1 billion FPSO order

Daewoo Shipbuilding and Marine Engineering has received a \$2.1 billion order to build a floating production, storage and offloading (FPSO) vessel for a major European oil company.

It also won orders worth \$900 million to build two bulk carriers for an Asian company and a drilling vessel for a company located in Oceania. The orders bring the company's total orders for the year to 135 vessels worth \$21.5 billion, making this the first year the company has taken in more than \$20 billion in orders. **Source : Marine Log**

Samsung wins orders for semisubs, drillships

Korea Overseas Information Service reports that Samsung Heavy Industries Co. has announced a \$1.15 billion order to build two semi-submersible rigs for an undisclosed Russian company. The contract will require Samsung to finish building the units by Sept. 20, 2010.

Separately, Samsung disclosed has won another order to build two drill ships worth 1.19 trillion won from companies in Africa and the Americas. **Source : MarineLog**

ROUTE, PORTS & SERVICES



The **ALIANCA MAUA (ex. MONTE VERDE)** seen in Rio Grande
Photo : Marcelo Vieira ©

Havenoverslag in Antwerpen plus 8 procent

Precies een week voor het jaareinde heeft Antwerpen als containerhaven de kaap van acht miljoen teu gerond. De stijging van de containeroverslag met 16 procent naar 94 miljoen ton stuwt de Scheldehaven naar een totaal resultaat van 181,5 miljoen ton. Dat is 8 procent meer dan de overslag in 2006.

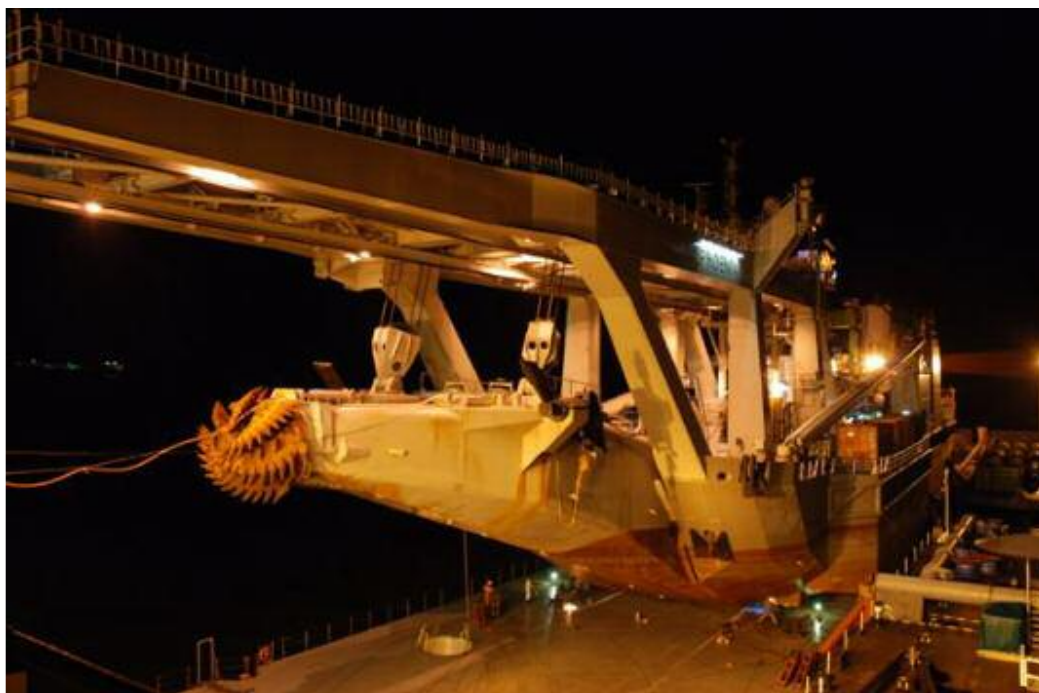
De forse groei van de containerbehandeling was mogelijk omdat er nieuwe capaciteit aan het Deurganckdok is. Daar wordt dit jaar 1,6 miljoen teu overgeslagen, 87 procent meer dan vorig jaar. Mede door het grote aantal lege containers wordt de aanwezige capaciteit daar al bijna volledig benut, zodat het tijd wordt dat nieuwe terreinen verhard worden en extra containerkranen geïnstalleerd.

In de Antwerpse haven nam ook de behandeling van niet-gecontaineriseerd stukgoed fors toe. Er wordt afgeklapt op 19,8 miljoen (+ 7 procent). Vooral de aanvoer van ijzer en staal nam explosief toe. De toename met 48 procent naar 6,6 miljoen ton heeft vooral te maken met een grotere import uit China en India. De fruittrafiek gaat er 2,3 procent op vooruit en de aan- en afvoer van papier en andere woudproducten 7 procent.

Als ro/ro-haven kent Antwerpen een stijging van 14,7 procent. Een belangrijk deel van die groei is te danken aan de nieuwe Cobelfret lijn op Göteborg. De autotrafiek is met 6 procent toegenomen.

Het massagoed kende een lichte terugval naar 63 miljoen ton. De zachte winter is een van de verklaringen waarom de kolenoverslag blijft dalen. De natte bulkoverslag kon dat met een bescheiden groei van 1,9 procent niet compenseren. De enige uitschieter in de bulkactiviteiten is de forse groei bij de chemicaliën met 27,1 procent.

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Above seen the **Phoenix (ex Oranje)** loaded on a barge for transport to Australia, where she start her second live with a project for several months. The **Phoenix** is a vessel from Boskalis dredging company.

Photo : Jan van der Kwast ©

DeepOcean Charters Vroon Offshore Vessel

DeepOcean has entered into charter party with Vroon Offshore Services for the charter of the newbuilding **VOS Satisfaction**. The vessel will be delivered to the ship owner and DeepOcean in January 2008.

VOS Satisfaction is a dynamic positioned ROV/Survey vessel of about 60 meters length. The vessel will be outfitted with multibeam echosounders and a ROV system to perform route survey and seabed mapping tasks plus general lay support to clients with projects in the southern part of the North Sea, the Baltic Sea and the Mediterranean.

The vessel will be chartered in for three years firm with two yearly options and will be operated from the DeepOcean's offices in Den Helder and Norwich.

New World Alliance gaat langzamer varen

Na MSC, CMA CGM, de Grand Alliance en Maersk gaat nu ook de New World Alliance trager varen tussen Europa en het Verre Oosten. De vaarschema's worden in het eerste kwartaal van 2008 aangepast. De alliantie van APL, Hyundai Merchant Marine en MOL heeft nu vier loops met telkens acht schepen tussen het Verre Oosten en Noord-Europa. Het is de bedoeling om volgend jaar negen schepen per dienst in te zetten, maar het is nog niet duidelijk of dat voor alle vier de loops het geval zal zijn.

Met de extra schepen wil de alliantie meer buffertijd in haar vaarschema's inbouwen om eventuele vertragingen door slecht weer of havencongestie in te halen. Uiteraard spelen ook de hoge bunkerkosten een rol; door trager te varen kunnen de drie rederijen fors besparen op hun brandstofuitgaven. Het trio benadrukt dat de wekelijkse capaciteit niet wordt verhoogd. APL, Hyundai en MOL sleutelen nog volop aan de vaarschema's. In vele havens zullen de schepen immers op een andere dag afmeren en daarom moeten met alle terminals nieuwe 'berthing windows' afgesproken worden.



The **MASINDRA LANGKAWI** (ex SMIT-LLOYD 104 – SMIT LANGKAWI) was spotted offshore Sattahip, Thailand, with a small hole just above the waterline as can be seen at the photo left

Photo's : Erwin Sieckmeijer ©

Nepline orders products tankers in China

Malaysia's Nepline Berhad has ordered two 7,000 dwt double hulled products tankers at \$15 million each. Both are to be built at China's Zhejiang Shenzhou Shipbuilding Co. The 118 m LOA x 17.6 m beam vessels will be built to Bureau Veritas class. Each will have a Yanmar, 6N330-EN, 2,576 kW main engine.

Nepline says the contracts will be funded by internally generated funds and bank borrowings. It expects the contracts to be completed in the second quarter of 2009. **Source : MarineLog**

BUNKER PRICES Last updated: 27-Dec-07

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Pusan - <i>Korea (South)</i>	515 - 520	545 - 550	825 - 830
Rio De Janeiro - <i>Brazil</i>	454 - 455	494 - 495	853 - 858
Rotterdam - <i>Netherlands</i>	456 - 458	476 - 478	745 - 755
Seattle - <i>United States</i>	453 - 456	499 - 502	862 - 867
Singapore - <i>Singapore</i>	487 - 489	497 - 499	815 - 820
Suez El Suweis - <i>Egypt</i>	472 - 474	485 - 487	870 - 875

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Tokyo, Tokyo - <i>Japan</i>	521 - 526	526 - 530	800 - 805
Montreal - <i>Canada</i>	483 - 508	519 - 540	997 - 999
New Orleans - <i>United States</i>	S.I.	S.I.	S.I.
New York - <i>United States</i>	490 - 500	527 - 530	840 - 845
Panama Canal - <i>Panama</i>	486 - 490	519 - 536	845 - 855
Philadelphia - <i>United States</i>	490 - 499	527 - 530	840 - 845
Piraeus - <i>Greece</i>	443 - 444	479 - 480	830 - 832
Freeport - <i>Bahamas</i>	496 - 498	526 - 530	868 - 870
Fujairah - <i>United Arab Emirates</i>	478 - 479	498 - 499	815 - 820
Gibraltar - <i>Gibraltar</i>	456 - 460	476 - 480	858 - 860
Houston - <i>United States</i>	455 - 465	473 - 475	755 - 770
Jeddah - <i>Saudi Arabia</i>	483 - 483	496 - 496	875 - 875
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Los Angeles - <i>United States</i>	490 - 499	500 - 520	910 - 915
Antwerpen - <i>Belgium</i>	457 - 459	476 - 478	745 - 755
Buenos Aires - <i>Argentina</i>	530 - 535	546 - 550	840 - 845
Cape Town - <i>South Africa</i>	N/A	481 - 500	855 - 865
Damman - <i>Saudi Arabia</i>	N/A	490 - 490	808 - 808
Durban - <i>South Africa</i>	N/A	476 - 480	830 - 840

PANAMA CANAL LOCK BIDDING PROCESS START

THE Panama Canal Authority (ACP) has released a Request for Proposal (RFP) Friday on the "design-build" contract for the new locks under the Canal's Expansion Program. Four global consortia will now move forward with their bids on what will be the largest and most important project under the \$5.25 billion expansion.

The Expansion Program will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, doubling capacity and allowing more traffic and longer, wider ships.

The ACP says it will meet with consortia representatives in February 2008 regarding the content of the RFP for the construction of the new set of locks. Proposals are due in August 2008. The ACP will evaluate bids based on the best value concept, with emphasis on technical components (60%) and price (40%). Following a thorough review, the ACP expects to award the contract in December 2008.

"Releasing the RFP for the new locks is a major step forward in the creation of the new lane, as it is the most significant contract in the Expansion Program. We have some of the world's most reputable and skilled contractors competing for the opportunity to take part in this prominent project. We're highly confident in their ability and we're looking forward to receiving their proposals in the third quarter of next year," said ACP Executive Vice President of Engineering and Program Management Jorge Quijano. **Source : Maritime Global Net**

Hercules Closes Sale of Fleet

Houston-based Hercules Offshore Inc. reported it has closed the previously announced sale of its fleet of nine land drilling rigs and related assets to Petrex Sudamerica Sucursal de Venezuela S.A. and Saipem Perfuracoes e

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 001

Construcoes Petroliferas Lda. for \$107 million. Hercules operates a fleet of 33 jack-up rigs, 27 barge rigs, 65 liftboats, three semisubmersible rigs, one platform rig and fleet of marine support vessels. **Source : MarineLink**

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Costamare's **COSCO HELLAS** seen enroute Antwerp
Photo : Richard Wisse ©

Record voor Rotterdamse haven

Rotterdam noteerde over 2007 406 miljoen ton vracht. Dat was 6,4 procent meer dan in 2006 toen de teller bij 377 miljoen stopte. De jaarcijfers zijn vandaag bekend gemaakt door topman Hans Smits van het Havenbedrijf Rotterdam tijdens de traditionele oudejaarsbijeenkomst van de Havenvereniging.

De aanvoer van goederen groeide dit jaar met vier procent tot 300 miljoen ton. De afvoer steeg met veertien procent tot 107 miljoen ton. Vooral de overslag van containers deed het goed. Rotterdam behandelde voor het eerst meer dan 10 miljoen laadbakken in een jaar. De 10,8 miljoen was goed voor een stijging met twaalf procent. Ook bij de olie, kolen, roll on/roll off en het massagoed sneuvelden records.

Havenbaas Smits sprak van een 'ongekend succesvol' jaar. „De verwachtingen zijn dik overtroffen.“ Daarnaast zijn er volgens de directeur 'cruciale vorderingen' gemaakt bij de aanleg van de Tweede Maasvlakte, het echt in bedrijf komen van de Betuwelijn en een aantal grote investeringen in het Rotterdamse havengebied. Smits noemde daarbij de raffinagesector, Shell, de Ing-terminal van Gatel en de containerterminals Euromax en Rotterdam World Gateway. De groei zal ook volgend jaar doorgaan, zei Smits. De stijging van de containeroverslag blijft tien procent. Mogelijk komt daardoor het eindcijfer over 2008 uit bij ruim 420 miljoen ton.

Rotterdam was tussen 1962 en 2004 de grootste haven ter wereld. Inmiddels is de titel terecht gekomen bij de Chinese stad Shanghai, dat in 2006 537 miljoen ton goederen deed. Rotterdam is nu derde na Shanghai en Singapore. De Maasstad is nog altijd wel de grootste van Europa, gevolgd door Antwerpen en Hamburg. De haven heeft dit jaar weer een nieuw record geboekt. Als allereerste in Europa doorbrak de haven de magische grens van 400 miljoen ton aan overgeslagen goederen.

Dubai to begin work on second cruise terminal within a year



Dubai will start work on a second cruise terminal within a year to handle the expected doubling of cruise tourists in 2010, a senior official said.

Cruise operators take advantage of the Gulf's mild temperatures and sunshine from December to March to bring in passengers who want to escape the frigid winters in Europe and the US.

Dubai is expecting 165,000 cruise tourists during the 2007-08 season. The number is expected to exceed 200,000 in the 2008-09 season and 350,000 in the next winter period, the Department of Tourism and Commerce Marketing (DTCM) said.

Dubai's nascent cruise industry received a major boost when Costa Cruises, a major European operator, made the city its regional cruise hub last year. It has increased capacity this year and deployed two large ships offering a total of six weekly packages to destinations in the region. **Source : Gulfnews.com**

Fugro orders another

Dutch seismic player pens order for geophysical survey vessel at German yard. Dutch seismic outfit Fugro continues to add to its fleet with an order for a geophysical survey vessel in Germany.

The company, which earlier this month ordered two vessels at Norwegian yard BMV, did not disclose the contract price for the latest unit to be built and designed by Fr Frassmer GmbH & Co KG of Bremen.



The new building tugs **SVITZER KORSAKOV** and **SVITZER BUSSE** made a stop over in IJmuiden during their delivery voyage.

Photo : Joop Marechal ©

MOVEMENTS



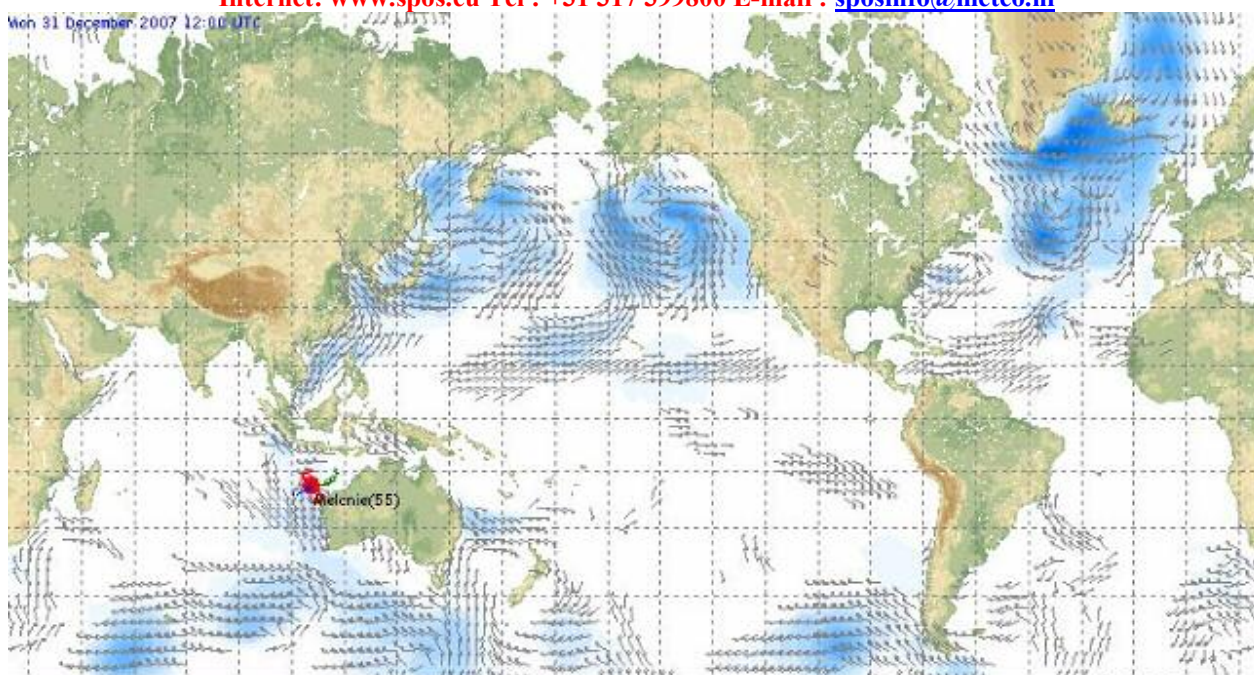
The **BOW SEA** seen departing from Rotterdam-Botlek
Photo : Wil Kik ©

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13 supply boats rafted up at Loyang Jetty, Singapore. I feel sorry for the Last guy!
Brendan Lally ©

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