

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 045



**Number 045 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 16-02-2007**

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

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**The VIRGINIA BRIDGE seen passing the Panama Canal**

**Photo : Rienier Meuleman ©**

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## EVENTS, INCIDENTS & OPERATIONS KEEL LAID FOR EURODAM AT FINCANTIERI



On the 9th of February 2007 there was the keel laying of the **Eurodam**, construction number 6149, at Fincantieri Shipyard in Marghera (Venezia).

It was a special day as this is the first ship of the **Signature Class** and the 10th Holland America Line cruise ship build at Fincantieri Shipyard in Marghera.





From left to right, **Paolo Capobianco** Fincantieri Marghera Shipyard Director, **Pieter Rijkaart** Director New Building Holland America Line and blessing the ship **Priest Padre Sergio**.



## Britain plans to ban smoking on ships

The British Government is planning to ban smoking on sea-going and inland waterway vessels operating in U.K. waters, regardless of flag. The Department for Transport today issued a consultation document outlining the proposed restrictions.

"The Government announced last year that restrictions on smoking in enclosed workplaces, public places and vehicles would be introduced in England from July," said Secretary of State for Transport Douglas Alexander. "This will save thousands of lives over the next decade by reducing both exposure to hazardous second-hand smoke and overall smoking rates."

"We now intend to introduce similar provisions to provide protection from second-hand smoke for people on vessels operating in UK waters, both at sea and on inland waterways," he continued.

The consultation paper asks for comments from stakeholders and others on how the provisions should be introduced and enforced. Among the questions it asks are:

Should smoke free provisions be applied to all sea-going and inland waterway vessels carrying at least one passenger and to ships which, whilst carrying no passengers, are crewed by seafarers employed under a contract of employment? How should the smoke free provisions be enforced, and should the Marine and Coastguard Agency be the enforcement authority? Is it appropriate that the scale of penalties for offenses relating to the smoke free provisions on sea-going and inland waterway vessels should be the same as those under the Health Act in England?



The **TEKNIK PERDANA** seen anchored off Singapore  
Photo : Bill Petrie ©

## Napoli containers lost in bad weather

At approximately 3.30pm this Thursday afternoon the **MSC Napoli** lost a further seven containers during bad weather. A set of three linked 40ft containers, two 20ft linked containers and two 40ft linked containers were all lost.

There were no dangerous goods amongst the cargo lost today, the containers contained a variety of goods including electrical appliances, king Edward potatoes, engine parts and used office supplies.

The seven containers have all come ashore in the highly inaccessible and rocky area between Branscombe and Sidmouth. Coastguard Rescue Teams and contractors are on site with security officers and the Police ensuring the area is completely shut off to the public.

## CASUALTY REPORTING

### Japanese Whaling Ship on Fire off Antarctica

A Japanese whaling ship on fire off the coast of Antarctica has sparked fears of an environmental disaster if the ship's 1,000 tonnes of fuel oil and chemicals leaks.

The fire broke out on Thursday at about 5 a.m. New Zealand time on the black-hulled **Nisshin Maru**, the 8,000 ton flagship of the Japan whaling fleet. One crewman is missing. New Zealand maritime authorities said anti-whaling protesters in the Southern Ocean, which clashed with the whalers on Monday, were not involved as they are more than two days sail away. The fire, fueled in part by whale oil, had been contained below deck and the Japanese crew were now simply waiting for it to burn itself out, said Maritime New Zealand.

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It is unclear whether the ship, currently disabled, will be able to restart its engines. If it remains disabled the Nisshin Maru will continue to threaten the environment if calm weather in the Southern Ocean, known for massive storm seas, turns bad. "We don't need to stress that this is an extremely pristine environment with high biodiversity values," New Zealand Conservation Minister Chris Carter told a news conference in Wellington, New Zealand.

"We think there is up to 1,000 tonnes of heavy fuel oil on board the vessel, as well as many other chemicals. From an environmental point of view we are very concerned should there be any leakage into the Ross Sea," said Carter.

Carter said if an oil leak occurred an international response would be launched involving New Zealand, Australia and the United States, which all have Antarctic bases. Maritime New Zealand said the cause of the fire was unknown, but there had been reports of explosions below deck.

Three other Japanese whaling ships have come to the aid of the **Nisshin Maru**, taking 126 crew off the ship, while 31 are fighting the fire, said Maritime New Zealand spokesman Steve Corbett said.

"The master advises he has the situation under control," said Corbett, but added "there is some potential to escalate again." "The fire is below decks, below the bridge and above the engine room," Corbett told Reuters. "It is not out, it is still going, but its contained in the factory space." It's a serious fire. What they have done is seal off the area and they will let it burn itself out. The temperature is dropping, that's good news."

No international assistance had been requested or sent to the area — 265 nautical miles north of the U.S. McMurdo Base in Antarctica, said the New Zealand government. "We are doing everything we can to protect the lives of the Japanese sailors," said Carter, adding New Zealand, Australia, the United States and Britain were forming a contingency plan to aid the stricken whalers.

Environmental group Greenpeace, which has a ship the **Esperanza** about 700 km (435 miles) from the stricken vessel, also said the burning ship posed a danger to Antarctic wildlife. "Any fire can cause serious damage, depending on what happens, leaks from the fuel or just as a result of the fire fighting equipment," the group's John Bowler said.

## Ship Sinks off Japan Coast

A South Korean general cargo ship sank in heavy seas near the Japanese port of Nagoya on February 14.

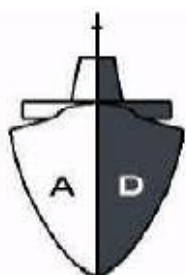
According to Fairplay, Japan Coast Guard rescue patrol managed to pick up 2 of the 11 seafarers on the 3,600-dwt "**Zenith Light**", but three life rafts were empty. A JCG spokesman said the ship had asked for a tug to be sent out as it was taking on water but contact was lost soon after. "**Zenith Light**" was owned and operated by Dae Ho Shipping in Busan, South Korea. It was carrying 3,000 tons of steel products from Japan for Pohang.

There were 4 Korean seafarers, 2 from Indonesia and 5 from Myanmar. Reports say the wind measured 20m/sec and there were 6 m seas.

## NAVY NEWS

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The **F 229 LANCASTER** seen during a port visit to Willemstad (Curacao)

Photo : Els Kroon ©

#### TECHNICAL DETAILS F 229 LANCASTER

**D:** 3,600 tons (4,300 fl) **S:** 28 kts (15 on electric drive)

**Dim:** 133.00 (123.00 pp) × 16.10 (15.00 wl) × 4.30 (5.50 max. nav.)

**A:** 8 RGM-84C Harpoon (GWS.60) SSM; Sea Wolf GWS.26 vertical-launch SAM syst. (32 missiles); 1 114-mm 55-cal. Vickers Mk 8 DP; 2 single 30-mm 75-cal. DES-30B AA; 4 fixed 324-mm Cray Marine DMTS 90 ASW TT (Stingray torpedoes); 1 Merlin HM.1 helicopter (Sea Skua missiles and/or Stingray ASW torpedoes)

#### Electronics:

Radar: 1 Kelvin-Hughes Type 1007 nav.; 1 Decca Type 1008 nav.; 1 BAE Systems Type 996(2) 3-D surf./air search; 2 BAE Systems Type 911(1) missile/gun f.c.

Sonar: Thales Type 2050NE bow-mounted (4.5–7.5 kHz); Dowty Type 2031(Z) towed linear passive array (not in last six)

EW: Racal UAF(1) Cutlass intercept— DLB decoy syst. (4 6-round RL); 2 DEC laser dazzler; 2 DLF(2) floating decoy dispensers; Type 182 or Type 2070 (SLQ-25A) towed torpedo decoy syst.

E/O: 1 GSA.8/GPEOD Sea Archer gun f.c. and surveillance

**M:** CODLAG (Combined Diesel-Electric and Gas Turbine): 2 Rolls-Royce SM-1A Spey gas turbines (18,770 shp each, 17,000 shp sust.); 4 Paxman Valenta 12 RPA 200CZ diesel generator sets (5,200 kw total), 2 2,000-shp electric cruise motors; 2 props; 41,540 shp max.

**Electric:** 1,890 kw tot.

**Range:** 7,800/17 **Fuel:** 800 tons

**Crew:** 17 officers, 57 senior ratings, 111 junior ratings

## Earl gets Kennedy \$15.3 million decommissioning awarded

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Earl Industries, LLC, Jacksonville, Fla., is being awarded a \$15,306,790 firm-fixed-price contract to perform work associated with the decommissioning availability for the **USS John F. Kennedy (CV 67)** to complete the inactivation repair work which includes deactivation of various installed machinery such as pumps, catapult system, elevator, ships service diesel generators, and the boat and aircraft crane; and draining of fluids from installed systems such as cooling water, Aqueous Film Forming Foam firefighting agent, lube oil and fuel oil. Work will be performed aboard the ship at Naval Station Mayport and is expected to be completed by Aug. 2007. Contract funds will expire at the end of the current fiscal year. This contract was competitively procured with ten proposals solicited and three offers received via Federal Business Opportunities website. The Southeast Regional Maintenance Center, Jacksonville, Fla., is the contracting activity



The Dutch guided missile Frigate **F 803 TROMP** arrived in the port of Cape Town  
**Photo : Ian Shiffman ©**



Above the seen the **P 6121 Guépard** in the port of Brest, the German FPMB is together with her sister **P 6126 Fretchen**, and support ship **A 512 Mosel** at Brest enroute to patrol the Libanese coast , after Brest the squadron will make a stop at, Vigo, Cadiz, Mallorca, Malta, Crete and Cyprus before arriving at their final destination

**Photo : Jacques Carney ©**

## **SHIPYARD NEWS**

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## **Skeie orders another jackup at Keppel FELS**

Singapore's Keppel FELS Limited has secured a repeat order for a KFELS N Class jackup rig for \$392 million from ProdJack AS, a member of the Skeie Group.

The new rig is slated for delivery in the third quarter of 2010.

Mr Choo Chiau Beng, Chairman & CEO of Keppel Offshore & Marine Limited, parent company of Keppel FELS, said, "The repeat order for the KFELS N Class is reflective of a requirement for a high-end drilling rig with capabilities to address technical issues in the exploration and development of fields in very harsh environments such as the North Sea."

Mr Bjarne Skeie, Chairman of Skeie Group, "There is an increasing demand for more sophisticated and innovative rigs to meet new challenges in the development of oil and gas fields in the North Sea region. The KFELS N Class jackup rig, with its superior specifications, is highly capable of meeting these challenges while setting a new benchmark for operations in the North Sea."

"There is a great potential for sustained and stable investment in the region, and the timing is right given the abundant opportunities," he said.

Characterized by severe wind gusts and waves over 30 meters high, the North Sea is one of the world's most challenging areas for oil and gas exploration and production.

Developed by Keppel's R&D arm, Offshore Technology Development, the KFELS N Class jackup rig will provide customers the flexibility of having a unit that can undertake drilling and production activities concurrently for exploitation in marginal fields.

Capable of operating in water depths of up to 430 feet and drilling depths of down to 35,000 feet, the rig will have features to readily accept process modules for production activities.

The design is in full compliance with requirements for rigs operating in the Norwegian sector of the North Sea.

When completed, the KFELS N Class rigs will be the largest jackup rigs ever to be built in Singapore.



## **Shake-up plan 'could hit new super carriers'**

THE restructuring of Britain's shipbuilding industry could delay the building of the Royal Navy's two new aircraft "super carriers".

This warning was issued today by an all-party group of MPs concerned about consolidation in the UK and Europe's arms industry.

The new ships, to be finished off at Rosyth naval dockyard, will replace the existing vessels in 2013. But the final orders will not be placed until restructuring of the shipbuilding and defence industrial sector is in place.

However, with the companies involved, including lead contractor BAE Systems, still arguing about the shake-up, the House of Commons Defence Committee has expressed concern at delays in starting the work.

In a report issued today, it says: "It is possible, though not inevitable, that this may result in later delivery of the carrier. The MoD has called for the consolidation of the shipbuilding industry to speed up to cope with a reduction in military orders and other demand once the multi-billion pound carriers are built.

## **Vietnam's Vinashin yard to build supertankers**

Vietnam's largest shipbuilder Vinashin will build two very large crude carriers (VLCCs) for state oil group Petrovietnam, the first to be built in Vietnam, a company source said.

The supertankers are scheduled to be delivered around 2010, shipbrokers said. The country aims to compete with North Asian shipyards as well as meet extra demand for oil shipments as it boosts its crude production and builds new refineries.

'We have taken an order from Petrovietnam to build the two VLCCs,' the company official said on Tuesday, declining to comment on the delivery date. The supertankers are scheduled to be built at the company's yard in Dung Quat, in central Vietnam, next to the country's first oil refinery expected to operate from 2009. Vietnam expects growing fuel demand to pull in crude imports next decade.

'There is one big dry dock there, it has a beam of 120 m and a length of 600 m, it can take a VLCC and a handymax (bulk carrier) at one time,' the source added.

Most crude tankers in Asia are built in Chinese, South Korean or Japanese shipyards. Current costs for building a VLCC by North Asian yards run between US\$125 and US\$130 million.

Last week, Vinashin said it had signed a US\$2.5 billion deal with state-run shipping firm Vinalines to build a total of 64 vessels. The ships, which are slated to be delivered between 2007 and 2015, include oil product tankers and crude oil tankers of between 50,000 and 100,000 deadweight tonnes (dwt). A VLCC typically carries over 200,000 dwt.

Another Vinashin source said the firm would have to invest heavily in production facilities to accommodate the construction of a VLCC, as at the moment it could only build vessels of around 105,000 dwt. In January, Vinashin said it planned to privatise all its subsidiaries this year to raise funds for an expansion. Vinashin executive Pham Thanh Binh said the subsidiaries as well as parent companies would be listed on the stock exchange following privatisation to raise capital for more investment.

The corporation, which was established in 1996 and has around 40 subsidiaries, plans to issue bonds overseas to raise more than US\$2 billion to expand capacity by 2010.

The first Vinashin source said the country was positioning itself as a reliable ship builder in the region. 'This is a good chance and a good signal of our intentions - it is a small step for Vietnam towards competing with other shipyards in Asia,' the source said.

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Analysts said that with the right resources, Vietnam can compete as an alternative to China and South Korea. 'They don't have that skill ready at hand today, but it isn't to say that they can't do it,' said Christopher Palsson, manager and senior consultant of research at Lloyds Register Fairplay.

'It is probably going to take significant resources from outside, but the knowledge is readily available . . . if they set their mind to it they can take on this challenge,' Mr Palsson said. He also said that this was probably the first VLCC in Asia built outside North Asian yards

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## MEGA YACHT PASSED ROTTERDAM



The latest newbuilding of Feadship passed Rotterdam, the **ANNA** is having a length of 67 mtr and a beam of nearly 12 mtr

**Photo : Michel Kodde ©**

## Nieuwe blusgasvulinstallatie bij Ajax Brandbeveiliging Snel weer op koers!



Eind 2006 heeft Ajax Brandbeveiliging een nieuwe Novec™ 1230-vulinstallatie in gebruik genomen. Naast de blusgassen FM200, CO2 en Argon, kunt u nu dus ook 3M™ Novec™ 1230 Fire Protection Fluid laten bijvullen door Ajax. Dat betekent een aanzienlijke reductie van uw oponthoud. Indien gewenst kan het vullen op locatie gebeuren, waardoor u nog meer tijd wint.

Periodiek dient ieder blusgassysteem gecontroleerd te worden. De cilinders worden gecontroleerd op druk en/of vullinggraad. Door lekkage kunnen de cilinders immers druk en/of blusgas verliezen. Indien nodig wordt de cilinder weer bijgevuld en op druk gebracht. Uiteraard is dit ook noodzakelijk als het blusgassysteem, gewenst of ongewenst,

geactiveerd werd. Tevens dienen blusgascilinders periodiek een druktest te ondergaan. Om deze druktesten te kunnen uitvoeren, moeten de cilinders geleegd en weer hervuld worden.

Ajax Brandbeveiliging had al de mogelijkheden in huis om cilinders met FM200, CO2, Argon of diverse inerte blusgassen te vullen. Omdat het blusgas 3M™ Novec™ 1230 Fire Protection Fluid steeds meer gebruikt wordt aan boord van schepen heeft Ajax geïnvesteerd in een nieuwe Novec™ 1230-vulinstallatie, zodat ook deze blusstof nu bij Ajax bijgevuld kan worden.

Het is voor u praktisch als de controle en het bijvullen en op druk brengen van de cilinders van uw blusgassysteem dichtbij kan worden uitgevoerd. Doordat Ajax u met een eigen vulstation van dienst kan zijn, hoeven uw cilinders niet helemaal naar het buitenland getransporteerd te worden en wordt u snel geholpen. Als het echt snel moet, kunnen wij u zelfs op locatie van dienst zijn met onze vulservice.

Omdat Ajax Brandbeveiliging terdege beseft dat u het liefst zo kort mogelijk stilligt in de haven en snel weer aan het werk wilt, zorgen wij, naast het bijvullen van blusgassystemen, voor een compleet service- en onderhoudspakket, dat is toegespitst op uw specifieke situatie en wensen.

Ajax beschikt over volledig uitgeruste werkplaatsen voor het repareren, keuren en reviseren van systemen op strategische locaties in de Benelux. Elke werkplaats heeft een vulstation voor het veilig vullen van alle soorten blusmiddelen en blussystemen. Uiteenlopende soorten blusstoffen voor diverse merken en typen draagbare en verrijdbare brandblussers en blussystemen zijn op voorraad, evenals een breed assortiment aan originele onderdelen.

Onze gediplomeerde onderhoud- en servicetechnici staan dag en nacht, zeven dagen per week, voor u klaar. Elke technicus rijdt in een volledig geoutilleerde auto, voorzien van alle meet-, test- en calibratieapparatuur en een uitgebreide voorraad onderdelen, zodat hij vrijwel alle voorkomende reparaties en onderhoudswerkzaamheden snel en vakkundig ter plaatse kan uitvoeren.



Ajax Brandbeveiliging zorgt ervoor dat u op uw brandbeveiligingsvoorzieningen kunt blijven vertrouwen. Uiteraard kan Ajax Brandbeveiliging u ook van dienst zijn als u uw systeem wilt vervangen of uitbreiden. Ook voor een nieuw schip kunnen wij zorgen voor de juiste blusmiddelen en –systemen.

Meer weten over blusgas vullen, service en onderhoud, of het installeren van een nieuw blussysteem? Bel naar 020 – 5909 500 en vraag naar onze afdeling Marine Safety. Of kijk op onze website [www.ajaxfire.nl](http://www.ajaxfire.nl)

## **Ajax Brandbeveiliging wenst U een Veilige vaart!**

### **Hydrogen ferry to serve Amsterdam commuters**

A hydrogen ferry will be the latest addition to Amsterdam's fledgling fuel cell transport network, which so far includes hydrogen-powered buses and boats on a trial basis.

The H-ferry will be added to the choice of water transport behind Amsterdam's central train station

The 100-passenger hydrogen boat will connect the two banks of the river IJ, and should initially serve around 600 employees of Shell Amsterdam by ferrying them to the company's New Technology Centre across the river from the city centre.

A consortium of international companies is cooperating on developing and building the boat, which could hit the waves later this year, together with a fuelling station which is to go up in North Amsterdam.

The main advantage of hydrogen-powered vehicles is that the direct emissions they produce are zero. The slight hitch is that energy is required to produce the hydrogen in the first place, and this is usually provided by burning natural gas - a low, but certainly not zero-emission source. The creators of Amsterdam's new H-boat, however, want to use wind power to make hydrogen, making the boat a zero net emission vessel.

"This step is a fine example of the innovative vigour of the Dutch knowledge industry and a breakthrough in the field of sustainable energy," said Hauke Sie of the Fuel Cell Boat consortium. "The development and construction of this hydrogen boat is taking place in close consultation with the government bodies, research institutions and companies involved". The consortium, consisting of five companies - Alewijnse, Integral, Linde Gas, Marine Service Noord and shipping company Lovers - was aided financially by the Dutch ministry of economics and the City of Amsterdam in developing the H-ferry project.

"The purchase price of the 'green' water bus is higher than that of a normal water bus, but the final price will not be double that of an ordinary boat. It is also possible to operate such a boat on competitive terms with a traditional diesel-powered boat," said Hauke Sie.

A smaller fuel-cell boat was recently developed in Holland by consultants Ecofys. Amsterdam already has three fuel-cell buses which have been part of a successful trial for three years now.

The city has embraced hydrogen-fuelled vehicles as a potential way of cutting air pollution, and projects like the H-boat form part of the Air Quality Action Plan. "The exhaust gases from motorised transport are still the biggest cause of air pollution," says Marijke Vos of the City of Amsterdam council.

"A lot of measures are being introduced that are intended to lead to less and cleaner traffic in the city. Making vehicles cleaner by such means as fitting soot filters to diesel engines is an important measure. In time, a ban on very dirty heavy goods vehicles will also have a great impact. And of course we need more vehicles running on hydrogen!"



The **SMIT ONEIDA** seen in Curacao Thursday February 15<sup>th</sup>.

Photo : Kees Bustraan ©

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## WILHELMSSEN'S GOOD YEAR

THE Wilh. Wilhelmsen ASA (WW) shipping group says it made a "record" operating profit for 2006 was US\$683m, up from US\$608m million the year before. The figures include, however, a sales gain of about US\$83m on the sale of the Dockwise heavy transport operation.

"We're gaining the benefits of operating more rationally and efficiently as well as exploiting synergies between the companies in the WW group," says Ingar Skaug, group CEO at WW. Good market conditions are also contributing to our expansion. High fleet utilisation and good cargo availability characterised 2006." "We expect growth in all cargo categories for the shipping and logistics segments and in relation to maritime services," says Skaug. The company says it expects a profit for 2007, after ordinary financial items and adjusted for special items, to be "on a par with 2006".



**Cranevessel Eide 5** under the Øresundbridge, Malmö, Sweden  
**Photo : Jeroen de Gans ©**

## **Quintana Maritime Limited Takes Delivery of Its Fifteenth Vessel From Metrobulk**

Quintana Maritime Limited announced that it took delivery of Iron Lindrew, from Tsuneishi, a Japanese shipyard, yesterday. Iron Lindrew has a carrying capacity of 82,300 deadweight tons (dwt).

As previously announced, Iron Lindrew, together with four other vessels, is employed at an average daily rate of approximately \$20,000 per day for 2007 under a master time charter with Bunge S.A. Quintana Maritime has fixed the rates for all seventeen vessels it has acquired or has agreed to acquire from Metrobulk. In addition, Quintana has fixed these same vessels at an average daily rate of \$24,000 for 2008. The master charter agreement with Bunge S.A calls for annual renewals in early November every year between floor and ceiling rates, and lasts through the end of 2010. As a result of these fixtures, Quintana has secured almost 93% of its expected net operating days for 2007 and 42% for 2008 under charters with fixed rates. Quintana believes it currently enjoys the highest time charter coverage amongst its public peers.

Stamatis Molaris, President and Chief Executive Officer of Quintana Maritime, commented, "We welcome the delivery of Iron Lindrew, the fifteenth out of the seventeen vessels we have agreed to acquire from Metrobulk. We are also looking forward to taking delivery of the remaining two Kamsarmax vessels from Metrobulk along with the two recently announced Capesize vessel acquisitions, over the next three months."

**Fleet Table as of February 15, 2007**



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 045

CURRENT FLEET	Type	DWT	Year Built	TC Expiration	
				Age (in yrs)	Date (minimum period)
-----	-----	-----	-----	-----	-----
Iron Lindrew(A)	Kamsarmax	82,300	2007	0.0	December 2010
Iron Knight(A)	Panamax	76,429	2004	2.7	December 2010
Coal Hunter(A)	Kamsarmax	82,300	2006	0.2	December 2010
Pascha(A)	Kamsarmax	82,300	2006	0.2	December 2010
Coal Gypsy(A)	Kamsarmax	82,300	2006	0.2	December 2010
Iron Anne(A)	Kamsarmax	82,000	2006	0.4	December 2010
Iron Vassilis(A)	Kamsarmax	82,000	2006	0.6	December 2010
Iron Bill (A)	Kamsarmax	82,000	2006	0.7	December 2010
Santa Barbara(A)	Kamsarmax	82,266	2006	0.9	December 2010
Ore Hansa(A)	Kamsarmax	82,229	2006	0.9	December 2010
Iron Kalypso(A)	Kamsarmax	82,204	2006	1.1	December 2010
Iron Fuzeyya(A)	Kamsarmax	82,229	2006	1.1	December 2010
Iron Bradyn(A)	Kamsarmax	82,769	2005	2.0	December 2010
Grain Harvester(A)	Panamax	76,417	2004	2.5	September 2009
Grain Express(A)	Panamax	76,466	2004	2.9	December 2010
Kirmar(B) (E)	Capesize	165,500	2001	5.4	February 2007
Iron Beauty(B)	Capesize	165,500	2001	5.6	April 2010
Coal Pride(F)	Panamax	72,600	1999	7.2	February 2007
Iron Man (C)	Panamax	72,861	1997	9.6	March 2010
Coal Age (C)	Panamax	72,861	1997	9.6	June 2007
Fearless 1(C)	Panamax	73,427	1997	9.8	March 2008
Barbara (D)	Panamax	73,390	1997	10.0	June 2007
Linda Leah (D)	Panamax	73,390	1997	10.0	June 2008
King Coal	Panamax	72,873	1997	10.1	March 2008
Coal Glory (C)	Panamax	73,670	1995	12.0	June 2008

FLEET TO BE DELIVERED	Type	DWT	Year Built (in years)	Age Range	Delivery
-----	-----	-----	-----	-----	-----
Iron Brooke	Kamsarmax	82,300	*		Mar 07
Iron Miner	Capesize	177,000	*		Mar 07
Lowlands Beilun	Capesize	171,000	1999	7.8	Mar 07
Iron Manolis	Kamsarmax	82,300	*		May 07

**Total Fleet to be Delivered : 4 Vessels 512,600 DWT**

**TOTAL FLEET 29 Vessels 2,644,881**

\* Under Construction

(A), (B), (C) and (D) indicate sister ships. As of February 15, 2007 Quintana had four sets of sister ships, including the vessels recently acquired from Metrobulk. All seventeen ships that are part of the Metrobulk acquisition are sister ships. Sister ships indicate vessels of the same class made in the same shipyard. The sister-ship concept further enhances our operational flexibility and efficiency.

(E) Kirmar's charter may be extended by up to six months, until September 2007, at the current rate of \$26,500 per day at the charterer's option.

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(F) **Coal Pride** has been entered into a time charter agreement commencing at the end of February 2007 for a period of 23-26 months at a gross daily rate of \$26,500.

(G) On a dwt weighted average

## MOVEMENTS

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The **BALCKYARD** seen in the port of Rotterdam

Photo : Jan Verhoog ©



The **SPAARNEGRACHT** seen arriving in Willemstad (Curacao)  
Photo : Els Kroon ©

The largest tall ship in the world **SEDOV** that trains RUSSIAN NAVY CADETS is arriving **Saturday** February 17<sup>th</sup> now due to weather delay not from Friday 16th - Monday 19th February to visit Valletta.

## AIRCRAFT / AIRPORT NEWS

# Verlies Delta Air Lines opgelopen tot 6,2 miljard dollar

Het verlies van de Amerikaanse luchtvaartmaatschappij Delta Air Lines is vorig jaar opgelopen tot 6,2 miljard dollar. De maatschappij die onder curatele staat, maakte in het vierde kwartaal alleen een verlies van 2 miljard dollar, tegen een verlies van 1,24 miljard dollar in dezelfde periode een jaar eerder.

De in Atlanta gevestigde maatschappij had 2005 afgesloten met een verlies van 3,6 miljard dollar. Zonder herstructurerings- en andere eenmalige kosten bedroeg het verlies in 2006 406 miljoen dollar. De omzet steeg tot 17,2 miljard dollar, tegen 16,2 miljard dollar in 2005.

In het slotkwartaal realiseerde Delta een omzet van 4,1 miljard dollar (3,9), dat resulteerde in een verlies van 2,0 miljard dollar (1,2). Zonder pensioenlasten en andere eenmalige factoren ging de maatschappij 179 miljoen dollar in het rood, tegen 782 miljoen dollar verlies in dezelfde periode vorig jaar.

Delta wil dit voorjaar als gesaneerd bedrijf onder de huidige juridische bescherming uitkomen.

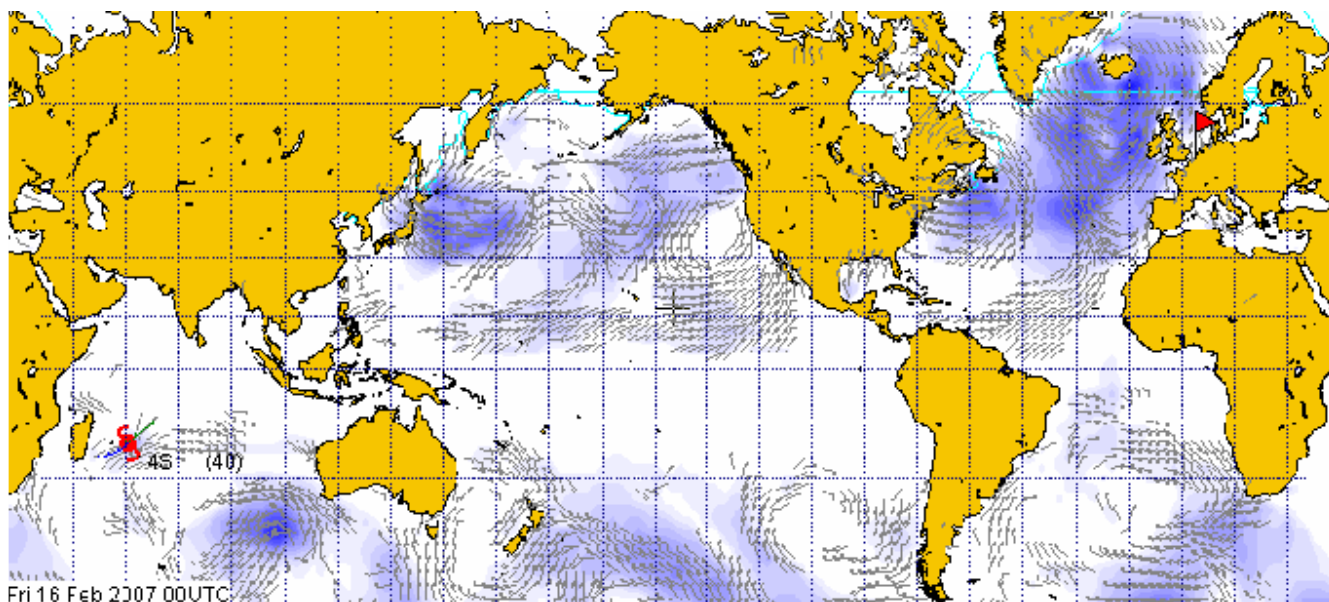
## MARINE WEATHER

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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 500 vessels today.

## **.... PHOTO OF THE DAY ....**



Sunset over **Tauranga** (New Zealand) with on the left the **STATENDAM**  
**Photo : Chris Hewitson – Statendam ©**

## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 045**

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