

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 063



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

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**The SMIT ORCA which is at present under charter for the Angolan Drilling Company  
seen in Luanda Bay getting ready for her next assignment offshore Angola  
Photo : Reinder Peek ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **ROLAND DELMAS** seen enroute Antwerp  
Photo : [www.tugspotters.com](http://www.tugspotters.com) ©

## Cruise ship too high for gondola, may cancel resort trip

With the cruise vessel **Aurora** at 50m high, against the permissible 49m for a liner to pass through the Vinpearl cable car system, it was forced to dock outside the Nha Trang port and transfer foreign passengers to other ships before they could disembark.

Nha Trang authorities said the requirement aimed to guarantee the safety for seafaring ships, their passengers and the cable car system, which only began operation last month.

But the **Aurora** captain feared that around 2,600 passengers, particularly the elderly and the disabled would face difficulty as a result of the required transfer.

Thus, the British vessel said it would resort to terminating the trip to Nha Trang, one of the most beautiful bays in the world. As scheduled, the **Aurora** was to arrive in Nha Trang March 12 from Singapore with some 2,600 international tourists on board.

The Nha Trang-based Vietnam Ocean Shipping Agency had initially planned to receive the vessel.

## Negotiations Begin about UN vessel

The UN-chartered ship that was seized by pirates last month, the "**mv Rozen**", has been found. Negotiations are reportedly underway with four pirates on board the vessel near the port of Eyl in northern Somalia.

Still on board are the ship's crew but although the ship's owner is reported to have said that he has been allowed contact with the crew and they are well, a UN spokesperson still voiced fears for their safety.

On February 28th the The UN's World Food Programme Agency (WFP) has said that Puntland authorities had arrested four men whom they say were part of a group that hijacked the ship.

The men were arrested when they went ashore to buy supplies in the town of Bargal.

The vessel was hijacked on Sunday morning (25 February) off the northeastern coast of Somalia in the region of Puntland, with six Sri Lankan and six Kenyan crew members on board.

It had earlier delivered 1800 metric tons of food aid to ports at Berbera and to Bossaso, and was sailing empty to Mombasa in Kenya.

Four St Vincent and Grenadine's flagged ships, "**Semlow**", "**Miltzow**", "**Torgelow**" and now "**Rozen**" have been captured by pirates over the past 18 months, as they made their UN-charter shipments. All the vessels belong to the same company, Motaku Shipping of Mombasa, Kenya.

## Gipsy And The Frigate

After being threatened by pirates in the Gulf of Aden in February, the crew of **Gipsy Moth IV** were certainly glad to meet up with the Royal Navy frigate **HMS Cornwall** and Royal Fleet Auxiliary replenishment ship **RFA Fort Austin**. **Gipsy Moth** met the vessels off the coast of East Africa as she headed north towards the Red Sea.

**HMS Cornwall** and **RFA Fort Austin** were patrolling in the Gulf of Aden and located **Gipsy Moth IV** with the use of **Cornwall's** Lynx helicopter. The Royal Navy vessels were operating as part of Combined Task Force 150, the coalition maritime force that conducts maritime security operations (MSO) in the Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman and Indian Ocean. Coalition maritime forces in the area conduct MSO under international maritime conventions to ensure security and safety in international waters so that all commercial shipping could operate freely while transiting the region.

Young members of **Gipsy Moth's** crew took the opportunity to come onboard HMS Cornwall for a shower and some hearty Navy food before having a tour around the ship. Two of HMS **Cornwall's** Marine Engineers, Chief Petty Officer Briggs and Petty Officer Winfindale, took the opportunity to give the Gipsy Moth crew a helping hand by fixing their defective water making equipment.

Captain of **HMS Cornwall**, Commander Jeremy Woods, spoke to **Gipsy Moth's** Skipper John Jeffrey over the radio. Commander Woods said: "It was a privilege to sail with **Gipsy Moth** for a few hours. The size contrast between a 54ft



sailing yacht and a 480ft long warship was apparent, but it is clear that they both need teamwork and dedication to set to sea! We wish them luck on their adventures north".

## Montrose lightering to continue

Lightering of the grounded bulker **Montrose** continues today off Sharp's Island in the Chesapeake Bay. Resolve Marine has been retained as salvor for the job and has begun the expected 36-hour-long lightering process, the Coast Guard has confirmed. The next attempt to re-float the Liberian-flagged 75,592-dwt ship is expected to be made tomorrow. When the Romania-bound vessel grounded on 28 February, it was carrying 74,000 tonnes of coal and 700 tonnes of bunkers. No injuries or pollution have been reported as a result of the soft grounding, but 730m of boom have been delivered to the site in case of an emergency. The USCG does expect some coal dust to enter the water while the clamshell equipped crane transfers 7,500 tonnes of the cargo to an adjacent barge. "Contractors will make every effort to minimize the amount of coal dust dissipated into the environment," the USCG spokesman says, adding that a 450-m security zone has been established around the vessel during the salvage process, which began on Thursday



The **KALOS** is the former **SMIT-LLOYD 108** – Photo : Arno Post ©

## Indonesia Halts Ships Carrying Granite to Singapore

Indonesia has detained 24 tugboats and barges carrying granite chips to Singapore, potentially threatening construction, a month after it banned all sand exports to its neighbor. Singapore Foreign Minister George Yeo said the 24 vessels, most of which fly the Singapore flag, were detained by Indonesian officials on Monday morning. Singapore's construction sector is booming after years in the doldrums, although Indonesia's ban on sand exports has worried investors that the recovery may be halted by tight sand supplies.

Relations between Singapore and Indonesia have soured this year amid a diplomatic dispute over Jakarta's decision to ban sand exports to the city state.

Singapore has criticized Indonesia for reportedly using the sand export ban to pressure it in negotiations on an extradition treaty and border delineation. However, Indonesia said the ban had been prompted by environmental concerns and not by negotiations with Singapore.

## Rescued ship's crew land in Durban

The crew of a Greek-owned ship, who were rescued off Madagascar at the weekend, arrived safely in Durban on Monday.

The 23 crew members of the **Gracia** had abandoned their ship when Cyclone Gamede threatened their safety. They were found adrift and rescued by the crew of the **Ever Gaining**, a vessel belonging to the Evergreen Marine Corporation.



File photo of the **EVER GAINING** – Photo : Eric Roe ©

The **Ever Gaining** docked at the Durban Container Terminal on Monday, with the **Gracia** crew obviously glad to be on land again.

A port official said that the **Ever Gaining** was fully laden with containers en route to Durban from Singapore when it received a distress call from the Maritime Rescue Co-ordination Centre on Wednesday. The ship turned around and went back in search of the **Gracia's** crew.

"The **Ever Gaining** picked up the men who were found afloat on a life-raft with life-jackets on," said the official, who did not want to be named. "At this stage we cannot determine how many hours the **Gracia's** crew spent on the raft. The men had decided to (abandon the ship) owing to deteriorating weather conditions that were influenced by Cyclone Gamede.

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"Twenty-three men of varying ages were successfully rescued. It is believed that they are of Russian, Ukrainian and Ghanaian nationality," the official said.

"All crew members, including the captain of the **Gracia**, are accounted for, and are in good health. Arrangements were made to repatriate the crew and most of them had left Durban by early afternoon."

The official said details of the incident were sketchy because of language barriers. "However, from information gathered, we believe that the **Gracia** did not sink, and that the crew thought they would be safer in the water than aboard the vessel if they were hit by the cyclone."

## Weekly Piracy Report 21-27 February 2007

The following is a summary of the daily reports broadcast by the IMB's Piracy Reporting Centre to ships in Atlantic, Indian and Pacific Ocean Regions on the SafetyNET service of Inmarsat-C from 21 to 27 February 2007.

### ALERT

**Chittagong anchorage, Bangladesh**  
**Forty seven incidents have been reported since 28.01.2006. Pirates are targeting ships preparing to anchor. Ships are advised to take extra precautions.**

#### Recently reported incidents

**25.02.2007** 0603 UTC in position 11:50N - 051:35E, **North East Somalia.**

Pirates attacked a general cargo ship underway. Vessel under control of armed pirates is believed to have been hijacked. Negotiations for the vessel's release are under way.

**18.02.2007** 0100 LT in position : 06:16.2S - 108:27.7E at **SBM Balongan, Indonesia.**

Four robbers armed with knives boarded a tanker discharging at a SBM. They entered the engine room. They were noticed by the duty oiler who informed the duty officer. The alarm was raised and crew alerted. The robbers escaped empty handed. The crew mustered and a search was carried out but found nothing stolen.

**03.02.2007** 0245 LT in position 06:03.0N - 003:25.5E, **Lagos Roads, Nigeria.**

Five pirates armed with guns boarded a tanker drifting 20 miles off the breakwaters. Pirates threatened the duty AB at forward station by pointing a gun at him.

They entered the bosun store. Other duty crew informed OOW who raised the alarm. Crew mustered. Port control informed but call ignored. Pirates stole ship's stores and escaped in a motor canoe. No one was injured

## CASUALTY REPORTING

### Vessels at Salaya port gutted

Two vessels docked at Salaya port in Jamnagar district were gutted late on Monday. The fire, which is said to have spread from a diesel tank of one of the vessels, was finally doused in the wee hours of Tuesday by about 100 fire-fighters.

Sources at Salaya port, 80 km from Jamnagar, said that the vessels, 350 tonnes **Safina Al Salimi** and 1,000 tonnes **Ali Baug** were owned by Salim Karim Sanghar of Salaya town.



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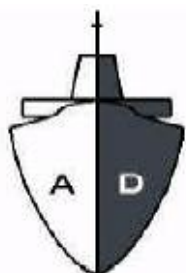
Fire had first broken out in **Safina Al Salimi** around 6.30 pm and within an hour the flames also engulfed the other vessel docked besides this vessel. Eight fire-fighters, including three of Jamnagar Municipal Corporation (JMC), two from Essar, one each from Reliance, Khambhalia nagarpalika and IOC were engaged in the process.

The task of the fire-fighters became difficult due to high-velocity winds on the sea shore. The vessels were used for transportation of commodities like rice and groundnut from Salaya to Gulf countries and in return dates were transported to Salaya.

### NAVY NEWS

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## Blaze On Adelaide

There has been a fire on board "**HMAS Adelaide**" while the Australian navy ship was conducting exercises off the Western Australian coast.



**FFG 01 ADELAIDE**

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The Department of Defence says the fire in two of the ship's gas turbine engines was extinguished without incident.

No personnel on board were injured. "**HMAS Adelaide**" is reportedly returning to base at near Perth to conduct further investigations into the cause of the blaze.

# Navy Rape Trial

A chief petty officer allegedly raped a female junior rating after she had been drinking heavily at a party on board a Royal Navy ship in the Mediterranean, a court martial was told yesterday (05 Mar).

In the first case of its kind since the Navy changed its rules to allow women to serve at sea in the early 1990s, Acting Chief Petty Officer Phillip Coates is accused of forcing himself on a 24-year-old rating after a barbecue on deck.

The female sailor said that during the evening she had done nothing more than give him a peck on the cheek after he smuggled in a bottle of wine hidden up his sleeve to the junior rates' mess. "I thought he was an all right guy, but not someone I would swap mobile phone numbers with," she said.

Coates, who is married, denies rape and claims he and the rating had kissed on the quarterdeck after the barbecue and then had consensual sex in a private area below.

The alleged victim had been a part of the ship's company for more than three months. Coates, a medical assistant, was transferred aboard as part of a Flag Officer Sea Training team to test the ship's response to emergency situations.

The party was held at the end of the two-day exercise and was open to all ranks, including the visitors.

Peter Glenser, prosecuting, said the court would hear that "drink is to play a very significant part in what occurred later that night".

The female rating consumed a bottle of rosé wine, two Harvey Wallbanger cocktails, and a vodka and lemonade during the evening. It was later estimated she was in the region of two-and-a-half times over the legal drink-drive limit.

She told the court martial at **HMS Nelson**, Portsmouth, Hants, she was in a "happy, bouncy mood" and was a "bit tiddled, a bit merry". She said there had been almost no personal interaction between Coates and herself during the exercise and they had chatted in general terms during the party.

After the barbecue, Coates invited her to join him in the senior rates' mess, but she did not have the authority to enter. Instead she suggested he join her and her friends in the junior rates' mess, where they watched a DVD quiz game.

Coates arrived with a bottle of rosé tucked inside his sleeve. "I may have given him a peck on the cheek as a thank you," she told the court.

However, she did not drink any more but continued chatting to Coates. She said that shortly before midnight she left by herself to go to a private area.

She said that Coates followed her down and grabbed her. Speaking through tears, she told the court: "I started trying to push him away. I do not think I said anything but tried to push him away. But he's quite a bit bigger than me and I couldn't get away."

She said that Coates raped her and, after asking her if she was all right, left the room.

Mr Glenser said that the alleged victim was found a short while later in a dining area in a very distressed state and "sobbing her heart out". She was questioned by senior officers and she told them she had been raped. She was given



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a full sexual offences forensic examination which showed she had grazing to her genitalia and also bruising to her arm and ribs.

Coates was arrested. By the time he was examined there was no trace of alcohol in his body, although he said he had drunk a glass of wine and six cans of lager. When interviewed Coates said the sex had been consensual and she even smacked his bottom playfully during the encounter.

The case continues.

# USS Howard Departs Persian Gulf

**USS Howard (DDG 83)** completed conducting maritime security operations (MSO) on Feb. 28 for Combined Task Force 158 in the North Persian Gulf in support of U.S. 5th Fleet.



**Howard**, along with other coalition ships, guarded Iraq's Al Basrah Oil Terminal (ABOT) and the Khawr Al Amaya Oil Terminal (KAAOT) off the southern coast of Iraq. As a part of the **USS Boxer (LHD 4)** Expeditionary Strike Group (BOXESG), Howard was responsible for coordinating MSO around the Al Basrah oil platform. MSO help set the conditions for security and stability in the North Persian Gulf and protect Iraq's sea-based infrastructure, which provides the Iraqi people the opportunity for self-determination.

**Howard's** visit, board, search and seizure (VBSS) teams also played a pivotal role in providing security to the region. However, heavy civilian marine traffic, along with strong winds and

currents, made the job challenging for Howard and her crew members. "Our objective was to ensure that every vessel is secure in all respects prior to it arriving at the terminals," said Howard's VBSS Boarding Officer Lt. j.g. Reynel Saa. The teams regularly interacted with the crews of other vessels, particularly small shipping and fishing craft, to promote security and stability. "This mission is extremely manpower-intensive and demanding on the crew," said Senior Chief Operations Specialist (SW) Brian Bassett, a **Howard** Sailor. U.S. 5th Fleet's area of operations encompasses about 2.5 million square miles and includes the Persian Gulf, Arabian Sea, Red Sea, Gulf of Oman, Gulf of Aden and parts of the Indian Ocean. It also includes three critical chokepoints at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

# Russia Navy Boss Urges Submarine Navigation Agreement

Russia has called for an international agreement on the safety of submarine navigation to be signed soon, the Navy commander-in-chief said Monday. "We have an agreement with 14 countries to prevent incidents at sea covering territory outside our waters. Our Navy meticulously observes it. We would now like to sign agreements to ensure submarine navigational safety" Adm. Vladimir Masorin said. But he said the United States was reluctant to sign.

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He also said the Russian Navy will continue its participation in the NATO-led anti-terrorist Operation Active Endeavor in the Mediterranean.

"Our Navy cannot exist on its own. We need to integrate into international structures," he said. Adm. Masorin said Russian warships will call at U.S. ports later this year as part of the FRUKUS exercise.

FRUKUS is a multinational exercise, which takes place in the eastern Atlantic Ocean and includes naval forces from France, Russia, the United Kingdom and the United States.

"It is very important that the United States does not forget that Russia has a navy," he said, adding the Russian Navy command had invited the U.S. Navy to exchange submarine visits, but the U.S. side declined the proposal.

## Naval forces from 27 nations join in Pakistani exercises

Naval vessels and special forces units from 27 countries were due Tuesday to embark on a major exercise hosted by the Pakistani navy in the northern Arabian Sea, an official statement said.

The two-week AMAN 07 exercise is centred on fostering cooperation and increasing understanding among 'navies of friendly countries.' Warships from the United States, Britain, France and China were among those taking part in manoeuvres that Iran will also attend as an observer.

Participating forces will rehearse counter-terrorism tactics in simulated coalition operations at sea.

Pakistani Naval Chief Admiral Mohammad Afzal Tahir last month said the exercise was conceived a year ago and was not related to tension prevailing between Iran and the western world.

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## Gulfport yards seek expansion funds

In a move that could create as many as 1,100 jobs, two shipbuilders are applying for \$13 million in grant money from the Mississippi Development Authority, reports the Biloxi Sun Herald.

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Trinity Yachts and Gulf Ship are seeking funds from the Community Development Block Grant to expand their properties along the seaway waterfront in Gulfport. The block grants given by the state to communities to help create jobs.

Trinity Yachts is applying for \$3 million, which would go toward adding more space to secure and protect yachts during retrofitting. It could create 500 jobs.

Gulf Ship, a subsidiary of Louisiana-based Edison Chouest Offshore, is asking for \$10 million. The newspaper quotes Roger White, senior vice president, as saying the money would be used to engineer and build a launching system on property. It could create 600 jobs.

# Shipyard workers meet to hear fate - yard could close says union

It now looks certain, following meetings held today at the Clyde shipyard of Ferguson Shipbuilders, that the vast majority of the workers employed there are to lose their jobs.

Out of 126 jobs, 99 would be axed - 86 manual and 13 technical, according to Jim Moohan, chair of the Confederation of Shipbuilding and Engineering Unions.

"The news was worse than we thought as I have been advised that 99 staff are to be made redundant," he told reporters, "That will leave a very limited staff of around 30 left behind. "

The yard has been struggling for survival for some time, but a lack of orders and complications with the tendering process for a new fisheries protection vessel appear to have finally bit hard.

Mr Moohan fears it could be the end of shipbuilding on the lower Clyde but he claims it is in the Scottish Executive's gift to save the yard, by immediately awarding the contract to build the £14 million pound fisheries vessel. However on a TV news bulletin a BBC reporter said that the Executive's response was that the review of the tendering process that caused the disruption was on-going and that even when it was resolved, the whole tender process would have to be gone through again.

This would mean a minimum of six months before any contract could be awarded, and there were no guarantees that Ferguson's would win in any case.

Workers leaving the yard, though not surprised, (as Jim Moohan had already warned them the majority of their jobs were to go), were still stunned and shocked at the prospects of the yard closing, ending over 100 years of shipbuilding at the Port Glasgow yard. Some of the men have worked there since leaving school and had followed their fathers into the yard.

The only visible sign of shipbuilding work at the yard now is the fitting out of the Calmac car ferry LOCH SHIRA at the repair quay.

In an earlier report in The Scotsman newspaper, Dr Alf Baird, head of the maritime research group at Napier University in Edinburgh, said that the fate of Ferguson Shipbuilders was made inevitable by its "lack of proven designs of its own" and "weak purchasing power" after the failure of family-owned shipyards to consolidate to achieve economies of scale, or to forge partnerships with international market leaders.

He also attacked Calmac for "inefficient practices" and said that with "more enterprising leadership", the state-owned company could have helped sustain a thriving "high-end" shipbuilding industry in Scotland.

Ferguson Shipbuilders in recent times have depended on ships ordered from state concerns to survive. The last commercial ship contract between them and a private firm was in 2003 when they built the car ferry SOUND OF

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SHUNA for local ferry operators Western Ferries. Prior to this they had what was hoped to be a long term customer in the shape of Stirling Shipping of Glasgow, but when the offshore vessel company was sold to American firm Seacor, expected newbuild orders dried up.

Whilst many commentators blame Ferguson's woes on the lack of positive state intervention, others say Ferguson's simply have not adapted to a rapidly changing shipbuilding market.

There have been no official statements from Ferguson Shipbuilders themselves since this story broke on Friday, with no-one available for comment.



In the middle the yacht **EXIT** of **Seven Star transportation**, the yacht transporting company coupled to Spliethoff seen during the St. Maarten Heineken Regatta

Photo : Els Kroon ©

## China Ship to Build \$308m Worth Tankers

China Shipping Development Co. Ltd. said on it planned to build six oil tankers worth \$307.56m for delivery in 2009 and 2010 to help expand its ocean shipping business. China Ship has signed an agreement with China's Dalian Shipbuilding Industry Co. Ltd. to build six tankers with a capacity of 76,000 tons, China Ship said in a filing to the Shanghai Stock Exchange. The deal needs the approval of shareholders, it said. China Ship would pay in five installments, with 20 percent of the cost coming from its own capital and 80 percent from bank loans, it said.

It said the company had 69 oil tankers, with a combined capacity of 3.4m tons by the end of 2006. China Ship's Shanghai A shares rose 2.41 percent to close at 12.30 yuan on Friday.

## Vinashin to Build Six Transnational Express Vessels

The Vietnam Shipbuilding Industry Corporation (Vinashin) announced its plan to build six express vessels to cover the north-south route. The 160m-long ships will be built at an estimated cost of \$1.5-2b. Each ship will be capable of transporting 2,000 passengers, reaching a speed of 29 nautical miles per hour. The first vessel is scheduled to be built abroad this year while the rest will be built in Vietnam.

## Todd gets \$3.2M ship contract



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A subsidiary of Todd Shipyards Corp. has received a \$3.2 million federal contract for overhauling and repairing an ammunition supply ship for the Navy.



The **T-AE 32 FLINT** – Photo : US Navy ©

The wholly owned subsidiary, Todd Pacific Shipyards Corp., will begin work in Seattle on the **USNS Flint** after May 18, the company announced Monday.

The company expects to complete the project by July.

Seattle-based Todd could earn nearly \$800,000 in additional options under the Military Sealift Fleet Support Command contract.

## STX Shipbuilding Swings to Profit in 2006

STX Shipbuilding Co., said Monday that it swung to a profit in 2006 from a loss a year earlier on rising demand for high-priced ships. Net profit reached \$43.3m last year, compared with a loss of 6 billion won a year earlier, the company said in a regulatory filing.

## New ferry for Australia launched at Philippines shipyard

FBMA Marine Inc, shipbuilders based in Cebu, Philippines have just launched hull 1023 – **SEASCAPE 1** - a 50m all aluminium Ropax ferry for the new South Australian operator Sea SA..

**SEA SCAPE 1** will replace the existing vessel **SEAWAY** – built by FBMA in 2003– on the new South Australian route crossing between Wallaroo and Lucky bay on the Spencer Gulf.

The vessel is designed by the naval architects company Sea Transport Solutions in Queensland who developed their well proven catamaran designs to meet the route and infrastructure requirements in South Australia. Using an innovative all aluminum design this new vessel will provide the operator with an efficient modern ferry for the 6 daily crossings.

**Sea Scape 1** continues FBMA Marine success in constructing aluminum and steel vessels for the Australian ferry market. Speaking at the launch – managing director of FBMA Marine – Mr. Doug Border stated that Sea Scape 1

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further underlines the high quality of shipbuilding skills available in the Philippines. He added that this innovative vessel design has also attracted serious interest from other operators who are keen to maximize their capital expenditure along with lower operational costs.

Mr. Border added "this vessel is the successful outcome of teamwork and partnership between the operator, designer and shipyard" and wished them every success in its operation.

**SEA SCAPE 1** will now undergo a series of sea trials before commencing her approx 5000 mile delivery voyage to the Spencer Gulf in Australia.

Sea SA operates ferry services across the Spencer Gulf, between Wallaroo on the Yorke Peninsula and Lucky Bay (near Cowell) on the Eyre Peninsula.

FBMA Marine is an experienced builder of steel and aluminum vessel based in Cebu, Philippines. FBMA have supplied a range of vessel to clients worldwide – including recently a large Ropax ferry for Holland, 2 ropax ferries for Australia and 2 hi tech SWATH crew vessels for Lockheed Martin.

## Garware Offshore in marketing deal with Norwegian ship yard Havyard Leirvik

Garware Offshore Services Ltd has signed a memorandum of understanding (MoU) with Havyard Leirvik AS to market ships built by the Norway-based ship builder.

Garware Offshore will market ships built by the Norwegian yard and ship designs by Havyard Maritime AS to Indian shipping companies and yards.

Havyard Leirvik is one of the largest shipbuilding yards in Europe. Garware Offshore and Havyard Maritime have received an order for four Havyard 842 design to ABG Shipyard Ltd., India. This will result in a new revenue stream for the company, Garware Offshore said.

Garware Offshore is also planning to set up a workshop design centre in India in collaboration with Havyard Leirvik. The proposed design centre will design all types of marine assets. With a pool of software engineers in the country and its experience in offshore shipping industry, Garware Offshore expects an impressive growth in this segment.

This knowledge process outsourcing (KPO) will provide various solutions to vessel yards and buyers, by customising designs to suit individual customers requirements. The proposed design centre by Garware Offshore will aim at not only catering to the Indian market but also the international market, in view of the robust demand for all types marine assets, particularly in the oil & gas sector, throughout the world.

The Reserve Bank of India (RBI), meanwhile allows foreign institutional investors (FIIs) to purchase equity shares and convertible debentures of Garware Offshore Services up to 60 per cent of the paid-up capital of the company.

FII purchases into Garware Offshore Services under the portfolio investment scheme have been allowed following the passing of a resolution at the company's extraordinary general meeting, RBI said in a press release.

On Jan. 25, the company approved to authorize the board of directors to issue, offer and allot securities up to \$25 million or its equivalent in rupee including premium, in one or more tranches in terms of qualified institutional placement to the qualified bidders for the acquisition of offshore related assets.

## ROUTE, PORTS & SERVICES

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## Aida to begin cruises to United States and Canada

Aida Cruises has announced the introduction of a new route to its schedule of cruises. For the first time the company will sail to the United States and Canada from late summer 2008, according to a spokeswoman for Aida in Rostock. The "**Aidaaura**" will disembark from Hamburg and travel to Iceland, Greenland, New Foundland and then New York.



The AIDAaura – Photo : Emmanouil G. Petridis ©

Aida is also planning additional cruises to New England, Nova Scotia, Montreal, Florida and the Bahamas.

That will mean the "Aura" will diverge from its concept of having a permanent harbour-base for a short time.

Aida has also announced the schedule for a ship that will join its fleet in spring 2008. The Aidabella will cruise the Baltic Sea after it is launched in the north German port of Warnemuende.

The **Aidabella** will be the second generation of craft to join the fleet. The 252 metre long **Aidadiva** with its 1,025 cabins belongs to the first generation and will be christened in Hamburg on April 20.

Exact details of the routes will be available in Aida's summer 2008 catalogue which is due to be published in August. The winter catalogue 2007-2008 is already available.

The **Aidaaura** and **Aidavita** will spend the cold European months in Caribbean waters and will be based in the port of Oranjestad on Aruba. The **Aidadiva** is spending its first winter season based in Tenerife plying a route to Madeira and other Canary Islands.

The **Aidacara** is due to spend winter 2007-2008 in the Persian Gulf and is scheduled to make twice as many journeys as this season.

## Star in casino controversy

The Lim family, majority owner of Star Cruises, may have made a costly mistake by allowing Macau gambling magnate



Stanley Ho to invest in the cruise line. Ho's investment in Star came as part of the deal announced on 22 January whereby Star/Genting would develop a casino in Macau. That followed an 8 December 2006 announcement that Star/Genting had been awarded a gaming concession on Sentosa Island by the Singapore government.

Left : The **STAR PISCES** moored in Hong Kong - **Photo : John Halfweeg ©**

The Singapore government has since voiced concern about Ho's new ownership stake in Star. As a result, Genting now says that it will assume full ownership of the Sentosa project and Star would withdraw; at the same time, Genting will transfer its 25% ownership of the Macao project to Star. But analysts speaking to the Financial Times contend that Singapore

may not find that arrangement acceptable, given the shared ownership between Genting and Star. One analyst said that if Singapore declines the compromise, it could prove an "expensive mistake by Genting", which could conceivably have to pay Ho back at a premium to win Singapore's approval, and possibly lose its foothold in Macau. Meanwhile, Star is being severely impacted by the poor performance of Norwegian Cruise Line, recently reporting a \$156.2M loss for 2006.

## Evergreen launches 7,024-TEU ship at Kobe

THE **Ever Summit**, the eighth in a series of ten 7,024-TEU vessels built for Evergreen was launched on March 2 at Mitsubishi Heavy Industries' Kobe Shipyard in Japan.

She was named by Evergreen Group second vice group chairman SS Lin, at a ceremonial rope cutting, sending the ship down the slipway. The rope cutting was performed by Satomi Tamura, daughter of MD Yasuo Tamura, director of the Third Kitashinagawa Hospital of the Kohno Clinical Medicine Research Institute.

Due for delivery in June 2007, the **Ever Summit** is scheduled to enter service on the transpacific southwest service linking southern China, Hong Kong and Taiwan with the west coast of North America.

Evergreen is approaching the end of its current shipbuilding programme comprising 18 large post-Panamax containerships. Eight 8,073-TEU ships are already in service and another series of ships will be completed in 2008.



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Evergreen's vessels are built to standards that exceed all national and international regulations regarding environmental protection, said a company statement. In recognition of the ships' green credentials, Ever Superb, the fifth in the series of vessels to enter service, was awarded Ship of the Year 2006 by Lloyd's List Maritime Asia.

The vessels incorporate design features such as double-skinned hulls and fuel oil tanks located in protected locations within the transverse bulkhead spaces, thus minimizing the risk of oil pollution.

A high capacity oily water separator enables the oil content of waste water to be reduced to just 15 parts per million while much larger separated bilge oil and bilge holding tanks provide more storage capacity, enabling the vessels to avoid any discharge when sailing in sensitive areas and to maximize the amount of waste that can be held for ultimate disposal in specialized shore facilities.

Similar arrangements have been made for handling sewage, grey water and cargo hold bilges when the vessels are in port or close to shore, while the ships also incorporate "cold ironing" - the ability to shut down all shipboard generators and switch to shore-based electricity supplies while in port.

With a length of 300 metres and a beam of 42.8 metres, the new vessels are able to carry containers 17 rows across on deck and 15 rows across below deck. They have a deadweight of 78,700 tonnes on a service draft of 14.2 metres. Each vessel has a single 10-cylinder Mitsubishi Sulzer 10RTA96C main engine developing 74,700bhp (54,900KW) to provide for a speed of 25.3 knots. The ships also boast of 839 reefer plugs.



## Brittany Ferries Commits to Incat Ferry

The U.K.'s Ferry Operator of the Year 2006, Brittany Ferries, has purchased the Incat-built 321 ft. fast ferry **Normandie Express** in what it says should be taken as an indication of its intention to maintain its English Channel ferry service between the ports of Cherbourg and Portsmouth. Assisted by the broking firms Incat Europe Ltd and London-based Mason Shipbrokers, **High Speed Catamarans BV** has sold the ferry in a \$39.51m deal.

Introduced on bareboat charter in 2005, the **Normandie Express** provides a fast ferry crossing to Cherbourg and Caen from Portsmouth operating from mid-March until mid-November. With crossing times of only 180 minutes to Cherbourg and 225 minutes to Caen, the ship runs up to two return trips a day to Cherbourg and a daily service to Caen every Friday, Saturday and Sunday supplementing the three return crossings a day by conventional cruise-ferry.

Brittany Ferries is a ferry operator on the western English Channel and operates one of the most modern fleets in Europe with eight ships, including the Incat 86 metre vessel **Normandie Vitesse**, and over 2,500 employees. It accounts for over 50% of the traffic on the Western Channel, carrying in excess of 2.6 million passengers, 780,000 cars and 170,000 trucks a year. **Normandie Express** is not only the largest fast craft in the French operator's fleet but is also the largest of its type on the English Channel, boasting capacity for up to 900 persons and 267 cars.

## Tug owners back in the fold



The **GIAPONE** seen in drydock in Genoa  
Photo : Piet Sinke ©

The 10 towage companies that seceded from private ship owners' association Confitarma a year ago came back into the fold this week. The breakaway Federazione Italiana Armatori Rimorchiatori (Fedirimorchiati), with members operating in 19 Italian ports, was headed by president Stefania Visco (Cafiero) and represented a fleet of 75 tugs. Its members were Rimorchiatori Sardi (Onorato-Moby Group), Carmelo Noli, Contug and Rimorchiatori Spezzini (Scafi-Cafiero), Panfido (Calderan), Rimorchiatori Laziali (Russo), Rimorchiatori Napoletani (De Domenico), San Cataldo, Società Siciliana Salvataggi and Semarpo. The entire tug owners' section of Confitarma – Assorimorchiatori – had also abruptly broken away from the parent body two years earlier, in spring 2004, accusing Confitarma of not acting transparently and consistently with the actual tug owners' needs. Assorimorchiatori was founded in 1952 and now embraces the concessionaire companies operating in 40 ports with a global fleet of over 150 tugs. The 10 Fedirimorchiati members now say they are happy that four of them – Visco, Calderan, De Domenico and Nesi – have been accepted as decision-makers within Confitarma's board and committees, and they also recognise that, tug owners ultimately being ship owners, their cause can be better defended by Confitarma.

## Seacor Marine takes delivery of DP2 crewboat

Seacor Marine, the subsidiary of SEACOR Holdings, has taken delivery of its latest vessel, the crewboat **John G McCall**.

Built by Gulf Craft Shipyard in Patterson, Louisiana, the 190ft **John G McCall** is the first DP 2 Fast Support/Crew Vessel in the world, said the company, and boasts **9,000hp** from five Cummins KTA 50-M2 main engines.

## GOLDEN OCEAN SELLS MODERN BULKER

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JOHN Fredriksen-controlled dry bulk shipping company Golden Ocean Group is selling its 2005-built panamax vessel **Golden Dena** for US\$51.02m to unnamed buyers who will take delivery in June.

A Golden Ocean statement says: "This transaction will give a positive result of approximately \$10.8 million, and will generate approximately \$21.9 million in additional liquidity." It adds: "This sale does not represent a change in strategy for the company but is an opportunistic market sale which should be seen up against the expansive new building program Golden Ocean has entered into during the last months. The new building program currently involves four capesizes and six ice strengthen panamaxes for delivery in 2008 - 2009.

## Vroon PSV chartered by Oilexco

Seabrokers reports that Vroon Offshore Services' next PSV to be delivered (**Rig Express**) has been chartered by Oilexco for work in the North Sea.

"The Dutch flagged, 663m2 deck Vuyk Kenton design will start work for Oilexco around April 2007, probably straight after delivery," said Seabrokers. The charter period is one year firm plus one year option

## 20 JAAR BERGE STAHL IN ROTTERDAM

Op 5 maart 2007, vierde de haven van Rotterdam dat de **Berge Stahl** - de grootste bulkcarrier ter wereld - twintig jaar op en neer vaart tussen Ponta da Madeira, Noord-Brazilië, en het Ertsoverslagbedrijf Europoort te Rotterdam. In die tijd voer het schip 191 maal op en neer en vervoerde het 68 miljoen ton ijzererts voor de Duitse staalindustrie.



Foto : Rik van Marle ©

### Berge Stahl

Draagvermogen: 365.000 ton (ongeveer 120 conventionele duwbakken)

Lengte: 343 meter

Breedte: 63,5 meter

Toegestane diepgang: 22,5 meter (74 voet)

In de vaart genomen: 6 december 1986

Eigenaar: Beregson Worldwide Gass

Agent en charteraar: ThyssenKrupp Veerhaven

Jaarlijks vaart het schip tien keer op en neer, een tocht duurt circa vijf weken.

## Trans Baltica Line Adds Rotterdam Call

Last year's newcomer Trans Baltica Line continues modernizing its Kaliningrad - Hamburg service by adding a weekly call at Rotterdam. On March 5 the container ship "**Barbara**" set sail from Rotterdam to Kaliningrad.

## **Maersk Line announces \$ 200 rate hike on Far East - South America service**

As from 1 April Maersk Line will introduce a US \$ 200 general rate increase on the Asia – East Coast South America service.

The hike of \$ 200 per TEU applies to all shipments from the Far East to east coast South America with the exception of Manaus and Vila do Conde and will become effective based on cargo receipt date at origin, says the company in a statement.

"The increase is required to maintain our quality services in response to the increasing market demand in this trade, and as a continued effort to help partially recover the rate levels which were drastically deteriorated during the course of 2006 causing a severe negative impact to our operating margins," said the company.

## **Record container moves at the Port of Felixstowe**

The Port of Felixstowe is celebrating a record number of containers being handled on a single vessel, with the call of China Shipping Container Lines' CSCL America. The Port achieved an impressive 5,586 container moves on the 8,468-TEU ship, in what is thought to be the largest ever exchange of containers at a UK port.

Chris Lewis, Chief Executive Officer of Hutchison Ports (UK) Limited, which owns the Port of Felixstowe, said:

"This record turnaround is a clear indication of the strong co-operation that exists between the Port of Felixstowe and China Shipping. We are constantly looking at ways to improve the level of service that we offer to our customers, and we are extremely pleased that we have been able to meet China Shipping's requirements on this momentous occasion."

Robert Hughes, General Manager of China Shipping UK, said of the record:

"We are delighted that the **CSCL America** should be the first ship in Felixstowe to achieve this milestone in crane moves. It confirms the commitment of China Shipping to concentrate their services between the UK and Asia in Felixstowe, and highlights the importance of the UK in the Line's schedule."

China Shipping Container Lines' commitment to the AEX1 service has been further strengthened by its decision to upgrade its fleet with newer ships of larger capacity. On 5th March, the Port welcomed the first call of the 337 metre-long Xin Hong Kong, which is the first of four 9,600-TEU capacity vessels being introduced on this service. The **CSCL Zeebrugge** will follow in April, with the last two ships due to arrive in late Spring/early Summer 2007. Once these have been deployed, the AEX1 service will be made up of 4 x 8,500-TEU and 4 x 9,600-TEU vessels. The service makes Felixstowe its first port of call in Northern Europe inward from Ningbo, Shanghai, Yantian, Hong Kong and Chiwan.





Heavy traffic on the Gent – Terneuzen channel – **Photo : Ronny Tratsaert ©**

## **Technip Awarded Contract by Petrobras for the Four-Year Charter of Its Sunrise 2000 Vessel**

Technip has been awarded by Petrobras a contract worth approximately \$200 million for the four-year charter of its flexible pipe laying vessel Sunrise 2000, operating offshore Brazil. This contract could be renewed for four years.

The Sunrise 2000 is a dynamically positioned vessel specially designed to install flexible flowlines(1) and umbilicals(2) in water depths down to 2,000 meters. The vessel is able to simultaneously lay three lines, either flowlines or umbilicals, and for that purpose has built-in carousels providing the vessel with a cargo capacity of 3,775 tons of products and is equipped with Technip's patented vertical lay system (VLS). This technology allows the installation of flexible pipes up to a maximum dynamic load of 270 tons.

The Sunrise 2000, which has been under long term contract with Petrobras since 1995, successfully installed subsea pipes for the development of the Roncador, Albacora Leste, Marlim and Marlim Sul fields, among other projects.

(1) Flowline: a pipe, laid on the seabed, which allows the transportation of oil/gas production or injection of fluids. Its length can vary from a few hundred meters to several kilometers.

(2) Umbilical: an assembly of hydraulic hoses which can also include electrical cables or optic fibres used to control subsea structures from a platform or a vessel.

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With a workforce of 22,000 people, Technip ranks among the top five corporations in the field of oil, gas and petrochemical engineering, construction and services. Headquartered in Paris, the Group is listed in New York and Paris.

The Group's main operations and engineering centers and business units are located in France, Italy, Germany, the UK, Norway, Finland, the Netherlands, the USA, Brazil, Abu-Dhabi, China, India, Malaysia and Australia.

In support of its activities, the Group manufactures flexible pipes and umbilicals, and builds offshore platforms in its manufacturing plants and fabrication yards in France, Brazil, the UK, the USA, Finland and Angola, and has a fleet of specialized vessels for pipeline installation and subsea construction.

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The **SKANDI NEPTUNE** seen off Cape Town – Photo : Aad Noorland ©



The **UNIQUE ALLIANCE** seen approaching Rotterdam-Europoort – Photo : Teun van der Zee ©

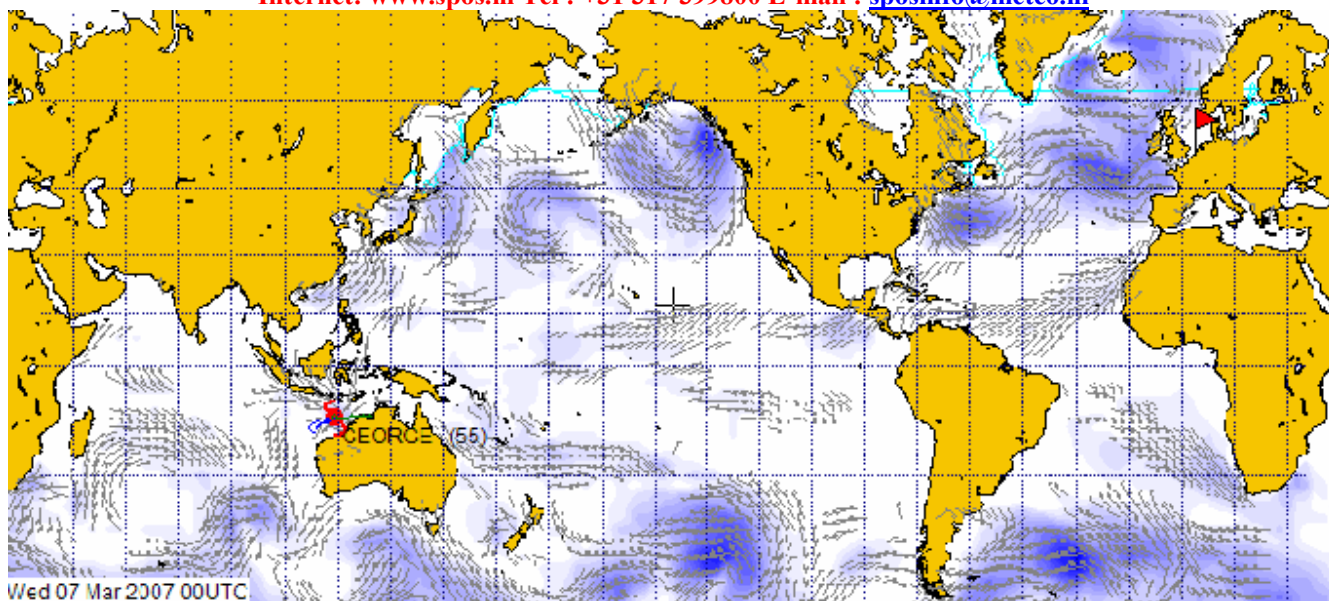


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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

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



The **NEVERLAND** seen departing from Rotterdam-Europoort

Photo : Rik van Marle ©



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