

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 064



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

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**Above seen Mike Schotte (chairman of de Koperen Ploeg at Amsterdam) on their brand new mooring launch no.14 which will be operating in the port of Amsterdam**

**Photo : Peter Maanders ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **SMIT MERSEY** seen assisting the **STENA HOLLANDICA** , note the connection made to the **SMIT Bracket** at the forecastle of the **STENA HOLLANDICA**  
Photo : Marianne van der Elst ©

## Tugs Company Action in Rotterdam

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By the end of the morning of March 7, eight vessels were waiting outside to get in at the port of Rotterdam and eleven vessels were reported for departure but are hindered by the industrial actions at Smit Harbour Towage, reports the Port of Rotterdam Authority.

On average, 85 vessels are coming in and 85 are leaving every 24 hour the port of Rotterdam. Larger vessels need towage assistance, so in tonnage the hindrance is larger.

The port authority hopes that the employer and the employees will come to an arrangement that ends the actions as soon as possible in order to avoid further direct and indirect (image) damage.

### 31 Russen aangehouden

Op een visserschip in Vlissingen-Oost zijn 31 Russen aangehouden door de arbeidsinspectie en Marechaussee. De aangehouden personen worden verdacht van illegale arbeid. Toen er werd gecontroleerd, bleek dat ze met andere werkzaamheden bezig waren dan het werk waarvoor ze werden aangenomen, namelijk als visser.

Voor aanstaande zaterdag moet de groep moet Nederland verlaten. De eigenaar van het schip, dat geregistreerd staat in Belize, kan een boete van ruim 200.000 euro verwachten.



### Salvage cash rolls in

One salvage job paid Crowley Maritime \$16m in February and three more big checks are expected by year's end.

Oakland and Jacksonville-based Crowley Maritime reports that it has recorded revenue of \$16.0m this quarter on one unnamed salvage job -- apparently the refloating and scuttling of an oil platform at the South Atlantic island of Tristan da Cunha.

In the company's annual report, issued late last week, Crowley identifies the work only as completed during the current quarter under a no-cure, no-pay, non-Lloyd's Open Form (LOF) contract. The 10,500-tonne semisubmersible platform A Turtle grounded on the remote island in May 2006 after being separated from its tug while underway from Brazil to Singapore for rebuilding.

Work was completed in February by Crowley-owned salvage specialist Titan.

Three other jobs done in 2006 under LOF terms are expected to pay off in the third or fourth quarter of 2007. These presumably include two very high-profile salvages carried out by Titan, that of the 4,038-teu Hansa Mare boxship **APL Panama** (built 2000) at Ensenada, Mexico and that of MOL's 5,542-car car carrier **Cougar Ace** (built 1993) in the Aleutians.

The latter job claimed the life of veteran naval architect Marty Johnson.



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Of Crowley's four reporting segments -- liner services, logistics services, marine services and petroleum services --, only marine services reports weaker operating income for 2006. This figure came in at \$3.7m, down from \$20.6m in 2005.

However, this is probably misleadingly low because of the irregular and sometimes prolonged billing cycle of salvage operations, a component of the marine services sector. The large salvage jobs of 2006 will not show up as reported revenue until later in 2007.

In its annual report filed last week with US securities regulators, Crowley Maritime Corp reports slightly lower net income of \$38.4m in 2006 on whopping revenues of \$1,467.7m. This compares to net income of \$38.9m on revenues of \$1,190.8m last year.

Of the \$276.9m rise in revenue, operating revenue accounted for a year-on-year rise of just \$70.9m and the main component was fuel sales, which were up by \$206.0m.

The cost of fuel sold was up as well as the fuel sales but the difference between the two lines was greater this year than last year, representing \$12.5m more money for Crowley.

Operating income rose from \$80.8m to \$82.3m, this despite a \$75.3m increase in operating expenses. But financial and other income was down by \$4.3m, mostly on interest and interest-hedging lines.

For the fourth quarter of 2006, Crowley earned a net \$8.9m on revenue of \$344.0m, down from \$14.0m on \$340.9m a year earlier.



The **CARLO MAGNO** seen enroute Rotterdam – Photo : Jan Oosterboer ©

## Ship freed one week after running aground in bay

A 712-foot ship loaded with coal that ran aground in the Chesapeake Bay was freed this morning, one week after it became stuck off the coast of Tilghman Island.

Workers tried for nearly three days to unload a portion of the 74,000 tons of coal aboard the carrier before finally finishing the job late Tuesday night. It took another eight hours to remove the ship's ballast water. Once its load was lightened, four tugboats wrested the **Montrose** off the shoal. The ship, which was bound for Romania, is now anchored at Solomons Island, where the Coast Guard is inspecting it. Underwater divers will also examine the ship's bottom to make sure it isn't damaged, Coast Guard Petty Officer Christopher Evanson said.

"If all is well with the inspection, and they're given the go-ahead, the coal will be placed back on the ship, and they'll continue on to Romania, where they were headed," Evanson said.

The Coast Guard's investigation will continue after the **Montrose** leaves, officials said. The state, which licenses the bay pilots that guide vessels through the bay en route to the ocean, may also investigate the incident.

## CASUALTY REPORTING

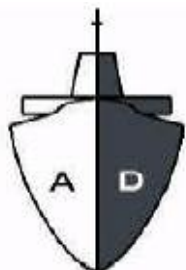
### Rescue tug brings in distressed reefer

The Far-Eastern Shipping Co-operated reefer vessel **Khorol** remains under repair at Port Angeles, Washington state, after it suffered engine failure on Friday. Temporary repairs had been made at sea but a call was made to the US Coast Guard, which brought a response from the 7,200-hp rescue tug **Gladiator**. Costs for the Crowley Marine Services tug are covered by the Washington State Department of Ecology during the winter months when risks to shipping are greatest. A Coast Guard statement said: "This incident points out the need for high horsepower tugs to be available to assist ships with loss of power or other incidents that jeopardise the safety of the crew and the environment." The **Gladiator**, which is stationed at Neah Bay to respond to vessels, particularly oil tankers, entering ecologically-sensitive Puget Sound, will remain in Port Angeles harbour until the repairs are made, or until a relief tug can be found.

## NAVY NEWS

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## Kidd Crew Moves Aboard Ship

**PCU Kidd (DDG-100)**, the newest member of the Arleigh Burke-class of AEGIS destroyers, passed a milestone Feb. 26 as crew members crossed the bow and boarded their new warship for the first time.

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"'Crew Move Aboard' is one the most important milestones in the history of Kidd. This is the day where this ship ceases to be just 9,000 tons of steel, electronics and machinery. DDG 100 truly becomes a ship of war when the Sailors assembled here take the ship and make it their own," said Kidd's commanding officer, Cmdr. Richard E. Thomas. The day began with the crew gathering in front of the office building at Northrop Grumman Ship Systems (NGSS) Shipyard, an office out of which they had worked for the previous two years. They then marched to the pier for a brief ceremony.

"There is more blood, sweat and tears in this ship than any destroyer before," Kevin Jarvis, vice president of Program Executive Office (PEO), Ships DDG 51 Programs said to the crew. "She has already been tested by the forces of nature and sits behind us today as a testament to the fortitude of the shipbuilders and crew." The crew, eager to get to sea, faced a yearlong delay in construction caused by Hurricane Katrina. The final moment of the ceremony witnessed the unfurling of a 48-star flag in honor of Rear Adm. Isaac C. Kidd Sr., the ship's namesake, who died defending Pearl Harbor during the 1941 Japanese attack. The unfurling of the flag marked the first official quarterdeck watch being set and members of the crew began crossing the brow.

There were a lot of firsts for the crew: first quarterdeck watch, first morning colors, first meal served and first in-port emergency drill. The significance of the day was not lost on the crewmembers. "It's been very exciting — good food, more responsibilities, and longer days — finally we are a ship. Everyone is looking out for each other," said Seaman Recruit Joshua Becker. "Morale is high, everyone is energetic, and the ship is a bit hectic. It didn't hit me [that] we were a ship until I was in the chow line for the first time surrounded by my friends and having fun," said Damage Controlman 3rd Class Anthony Garcia.



The Indonesian corvette **366 HASSANUDIN** seen fitting out at the De Schelde Shipyard (Part of the Damen group) in Flushing

Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com)

## Few answers as giant US carrier docks

The US Navy showed off its newest nuclear-powered aircraft carrier in Hong Kong Wednesday, as the fleet's commander refused to be drawn on whether the vessel will be boosting the US military build-up in the Gulf. The United States has in recent months positioned two carrier groups in the Gulf region, its biggest deployment in the area since before the 2003 invasion of Iraq, raising speculation about a possible strike against Iran.

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Now the 97,000-tonne, nuclear- powered **USS Ronald Reagan** aircraft carrier has been "surged" to the west Pacific, led by fleet commander Rear Admiral Charles Martoglio.

Martoglio refused to be drawn on the specifics of his mission or the fleet's future movements, but added: "If needed, we are prepared and ready to conduct major combat operations.

"The United States decided to surge the **Ronald Reagan** strike group to the west Pacific to demonstrate our commitment to the peace, security and stability in this part of the world," said Martoglio aboard the ship, which carries more than 5,000 sailors.

Washington accuses Iran of seeking nuclear weapons and fueling the anti- US insurgency in Iraq.

The **USS Ronald Reagan** - which carries more than 80 combat aircraft and can operate for 20 years without refueling - is in the west Pacific to take over from the **USS Kitty Hawk**, the navy's only permanently forward deployed aircraft carrier, which is undergoing repairs in Japan.

"This is a routine port visit that has been planned for a while," said Martoglio, when asked why the carrier was stopping in Hong Kong.

He would not discuss any future missions, but stressed the fleet's "flexibility." The visit also comes as the US expressed concern about China's increase in military spending, saying it was "inconsistent" with peaceful goals.

China at the weekend announced the biggest jump in its military budget in recent years, increasing spending by 17.8 percent to about US\$45 billion (HK\$351 billion).

That announcement came nearly two weeks after US Vice President Dick Cheney said China's military buildup and test of a satellite-killing weapon were "not consistent with China's stated goal of a `peaceful rise."

Martoglio, who thanked the Chinese government for letting the ship stop in the port, said: "We do recognize that other nations and other governments have a legitimate right to build defensive forces and that is a decision best left to the government here."

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At the DAMEN shipyard in Galati the **WAPPEN VON NURNBERG** was launched into her element  
Photo : Huib Lieveense ©

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## Deep Sea Supply Vessel to be Delivered in 2007

Deep Sea Supply PLC has through its subsidiary DESS Cyprus Limited entered into an agreement with Java Marine Lines Pte Ltd. for a 1 year firm bareboat charter of a 10.800 BHP Anchor Handling Tugs Supply vessel. The vessel is to be commissioned and delivered by Jaya Shipbuilding & Engineering Pte. Ltd. in Singapore in September/October 2007.



Deep Sea Supply PLC has secured a purchase option at the end of the 1 year BB charter. Deep Sea Supply will operate the vessel in Asia, Middle East and West Africa.



The 2000 built **IRAN Kerman** seen berthed at Malta Freeport terminal  
Photo : Lawrence Dalli ©

## Omega Navigation Announces Charters for the Two Newbuildings

Omega Navigation Enterprises, Inc. has secured three year time charters at a daily rate of \$25,500 for its two recently acquired newbuilding product tankers, the **Omega Emmanuel** and the **Omega Theodore**, with ST Shipping & Transport Pte Ltd, a subsidiary of Glencore International AG. Both time charters include profit sharing arrangements on quarterly basis, pursuant to which earnings from the vessels in excess of \$25,500 per day will be divided equally between Omega Navigation and ST Shipping. This sharing ratio will be adjusted when the vessels trade in ice conditions, so that the profit sharing above the base rate of \$25,500 per day between Omega Navigation and ST Shipping will be 65%/35%. The three year charters on each vessel will commence after three voyages from delivery from the shipyard or after vetting approvals by two oil majors have been secured, whichever is earlier. During that period, the vessels will be employed by ST Shipping under a short-term time charter on the basis of commercial management. Omega Navigation has selected VShips as the vessels' technical manager.

The **Omega Emmanuel** and the **Omega Theodore** are two newbuilding Ice Class 1A panamax double hull product tankers, built by STX Shipbuilding Co., South Korea, each one with a capacity of 73,000 dwt. They are scheduled to be delivered to ST Shipping around March 23 and April 26, 2007, respectively, directly from the shipyard.

## Vlaanderen investeert 30 miljoen euro in Zeebrugge

De Vlaamse overheid investeert dit jaar 30 miljoen euro in de haven van Zeebrugge. De afwerking van het Albert II-dok in de voorhaven krijgt de hoogste prioriteit. Daarvoor wordt 11 miljoen euro uitgetrokken. Om meer plaats te maken voor ro/ro-verkeer, zal het Brittaniadok gedeeltelijk worden gedempt. Dit jaar wordt al vijf miljoen euro beschikbaar gesteld voor de oeververdediging. Voorts gaat er 3,8 miljoen euro naar onderhoud van de deuren van de Vandammesluis en bijna een miljoen euro naar de achterhaven, waar zowel de Bastenakenkaai als Canadakaai worden verlengd.

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De uitbouw van het Albert II-dok verplicht de overheid tot natuurcompensaties. Daarom wordt 4,5 miljoen euro uitgegeven aan de uitbreiding van het Sterneneiland in de voorhaven. De Vlaamse minister Kris Peeters laat dit jaar tenslotte een haalbaarheidsstudie maken over het project Seine Schelde, dat de Zeebrugse haven een binnenvaartaansluiting moet geven op het nieuwe kanaal Seine Nord naar de Parijse regio.

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The **BATYR** commenced her yard trials  
Photo : Ferry van Rijsbergen ©

## MOL BOOSTS AMERICAS SERVICES

JAPANESE carrier Mitsui OSK Lines says it MOL will soon be starting a new direct service between the East Coast of South America and the US.

In a move MOL says is part of its ongoing commitment to expand service networks and continue to increase ocean transportation options it will be replacing its current AXL Service with the Americas Container Express (ACX) Service. The ACX will improve port coverage on the East Coast Americas trade by adding calls at Buenos Aires (Argentina), Salvador (Brazil), and Baltimore (Maryland, U.S.).

The complete port coverage of the ACX will be as follows: ECSA Port Calls: Buenos Aires, Rio Grande, Sao Francisco do Sul, Santos, Salvador

USA Port Calls: Norfolk, Philadelphia, New York, Baltimore

The new ACX service will make its first northbound call to Brazil in mid-April. MOL will phase out the AXL service, which will make its last northbound call at Santos on April 13, 2007, allowing for a seamless transition to the new ACX.

## TANDEM LIFT FOR TAKLIFT 6 AND TAKLIFT 7 IN ANGRA DOS REIS



In Angra dos Reis, a city 150 km south of Rio de Janeiro, Brasil, the **Taklift 4** and **Taklift 6** together lifted the Flareboom for the **P-52 project**. The lift was done on Saturday the 3rd of March. The **P-52 Flareboom** has a length of 126m and a weight of 620 tonnes. It was installed onto the deck of the P-52 platform, with a freeboard of 43m. The installation of the Flareboom was the last lift to be carried out for this project.

The next project in the same area will be **P-51**, which already started with the assembly of the column-leg parts by **Taklift 6**. These column parts will be assembled on the quay and later this month installed with **Taklift 4** onto the Lower hull (floater). After this **Taklift 4** will sail to Niteroi, for the load-outs of 4 new modules for this project.

The installation of all 8 modules, onto the Deck-box, is planned for May/June 2007. Also the cranes, helideck, piperacks and communication tower will be installed (mainly by **Taklift 6**). This will be done by **Taklift 4** and **Taklift 6** lifting in tandem. Finally, after the deck mating, the **Flareboom of P-51** will be installed as well."

Photo : Jeroen Mooij ©

## Chennai Port inks pact to build second container terminal

Chennai Port Trust (ChPT) on Wednesday entered into a 30-year licence agreement with Chennai International Terminals Pvt Ltd, a special purpose vehicle (SPV) floated by PSA-SICAL consortium, for constructing the second



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container terminal at an estimated cost of Rs 492 crore, which was sanctioned under the National Maritime Development Programme (NMDP).

As per the agreement, the consortium will construct a 832 metre long container terminal with a depth of 15.5 metre for handling latest generation cellular container vessels in the next 24 months.

With the traffic projected to increase to 1.5 million TEUs (twenty foot equivalent units) by the end of this decade and the existing capacity of 885 metre long terminal found to be insufficient to handle the projected volume, ChPT has decided to take up the construction of second terminal under NMDP, said K Suresh, chairman of the Port Trust.

As per the plans, the committed throughput will increase from 1.5 lakh TEUs in the first year of operations to 5 lakh TEUs by the end of third year. The rated capacity of the new terminal is 8 lakh TEUs per annum.

## MSC Cruises in an extraordinary development

MSC Cruises aims to be in the lead in the Mediterranean, thanks to an expansion plan which will see its fleet grow to 11 ships by 2009, offering more than one million berths, to further strengthen its position as the European market leader.

Just 12 years ago, in 1995, the company started with a fleet of only two ships: the **MSC Monterey** and the **MSC Rhapsody**, which were joined in 1997 by the **MSC Melody**. All three ships are unique in class and style, able to offer guests the comfort and intimate atmosphere of exclusive yachts. 2003 saw the launch of the era of the four sister ships: first to arrive was the **MSC Lirica**, joined in 2004 by the **MSC Opera**, and by the **MSC Armonia** and the **MSC Sinfonia** in 2005. These same-sized ships were all built by Chantiers de l'Atlantique, presently known as Aker Yards France. In 2006, the arrival of the **MSC Musica**, launched in Venice on 29 June, saw the beginnings of a new generation of MSC Cruises vessels – the **Musica** will be followed by the **MSC Orchestra**, which will be launched in Civitavecchia on 14 May and the **MSC Poesia** in 2008.



The **MSC ARMONIA** – Photo : Marcelo Lopes ©

The **MSC Musica** class of ships have 1,275 cabins, 80 per cent of which have ocean view accommodation, including 65 per cent with private balconies and public areas for a total of 22,000 square metres.



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MSC Cruises has also recently confirmed another order for Aker Yards: the building of **MSC Fantasia** and **MSC Serenata**. These are the biggest ships commissioned by a European ship owner, representing a total investment of over one billion euros.

These two ships will each be rated at 133,500 gross registered tons, a length of 333 metres and a width of 38 metres. Each will be able to accommodate up to 3,900 passengers and 1,313 crew.

The designs and concepts used for the building of MSC Cruises ships follow the standards of elegance and sophistication expressed in **MSC Lirica**, **MSC Opera** and **MSC Musica**.

MSC Cruises has sustained a huge development programme quite unique in the world of international cruises. In seven years, from 2003 till 2009, the fleet will have increased in size by nine units which, together with the other ships, will bring the fleet to a total of 11 ships: always maintaining the high standards of excellence of the on-board services, Italian cuisine, hospitality, design and sophisticated interiors – all aimed at giving guests personalised and impeccable service.



The **WAVE SENTINEL** seen moored in the port of Ijmuiden  
Photo : Roland van Velzen

## Appalling conditions delay ferry link

The launch of Celtic Link Ferries' new Portsmouth-Cherbourg freight service has been delayed again by maritime officials who described the Cyprus-registered **Celtic Mist** today as "fit for not much more than scrap." Officers' union Nautilus UK has condemned the ship's owner and manager, Jay Management of Athens, as "thoroughly irresponsible". Celtic Link managing director Paul Tyrrell told Fairplay: "Celtic Link has not yet taken the vessel on charter and we will not do so until it has all the certification." The Nautilus UK/ITF inspector Tommy Molloy, who is with the ship in Southampton, confirmed he has arranged with the owner to obtain back overtime pay for two crew members amounting to €1,170. These two seafarers and a number of others, all of whom are Lithuanian, have asked to be

repatriated. The 20-year-old, 21,890-gt **Celtic Mist** was built in 1987 and was until recently owned by DFDS. It has a capacity now of 120 trailers. Molloy said: "As far as I understand, Lloyd's has withdrawn all certificates and the MCA are not coming on board until the condition improves." He describes the crew as "physically and mentally exhausted".

## **DSD orders aframax**

Norway's DSD Shipping has ordered an Aframax newbuilding in Japan. The 105,000-dwt tanker has been contracted at Sumitomo Heavy Industries.

DSD chief executive officer Oddvar Hausken declined to discuss the price but he said the new ship has been given hull number 1357 and is will to be delivered in April 2010.

One broker estimated the deal could be worth around \$60m for slightly smaller than average aframax.

The Aframax market is flat according to London broker Clarkson and its report estimates the average newbuilding prices for a 110,000 dwt Aframax is \$65m.

The new vessel increases DSD's newbuilding programme to nine, all 105,000 dwt. Five have so far been delivered and there are four more vessels under construction

All this series of aframax tankers has been built the same Japanese yard. Of the series of nine, two were delivered in 2003 and two vessels in 2004. The last ship to be delivered was the Stavanger Blossum at the end February.

The remaining Aframaxs will be delivered in 2008, 2009 and 2010, Mr Hausken said. He added that all the new vessels were already fixed out on period charter. The company also owns the 109,000-dwt **Stavanger Prince** (built 2002).

This is the only Chinese built tanker the company owns. This vessel was built at Dalian New Yard. DSD Shipping also has the 2004 built LR1, Stavanger Eagle on two year time charter at \$21,500 per day. The 46,000 dwt product tanker is owned by Japan's Eagle Maritime.

## **DeepOcean wins new contracts from Saipem UK**

DeepOcean UK, the subsidiary of DeepOcean ASA in Norway, has announced that it has received a Letter of Intent from Saipem UK for the provision of ROV & Survey services for the Dunbar Project in UK with Mærsk Responder and Mærsk Recorder.

The first part of the job will start in April with Mærsk Responder and be followed by Mærsk Recorder in May.

Total estimated time for the work is about 90 vessel days with a contract value of approximately £5.5 million.

Johannes Lie, CEO of DeepOcean ASA, said: "We are very pleased to be involved in this project with Saipem and for the first time be able to combine the resources of our subsidiary CTC Marine Projects and DeepOcean in winning more work for the Group."

## **MOVEMENTS**

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The **CHRISTINA** seen moored at the Laurens haven in Rotterdam

**Photo : Frans Bausch ©**



The **WAN HAI 505** seen at the Westerscheldt River enroute Antwerp port.

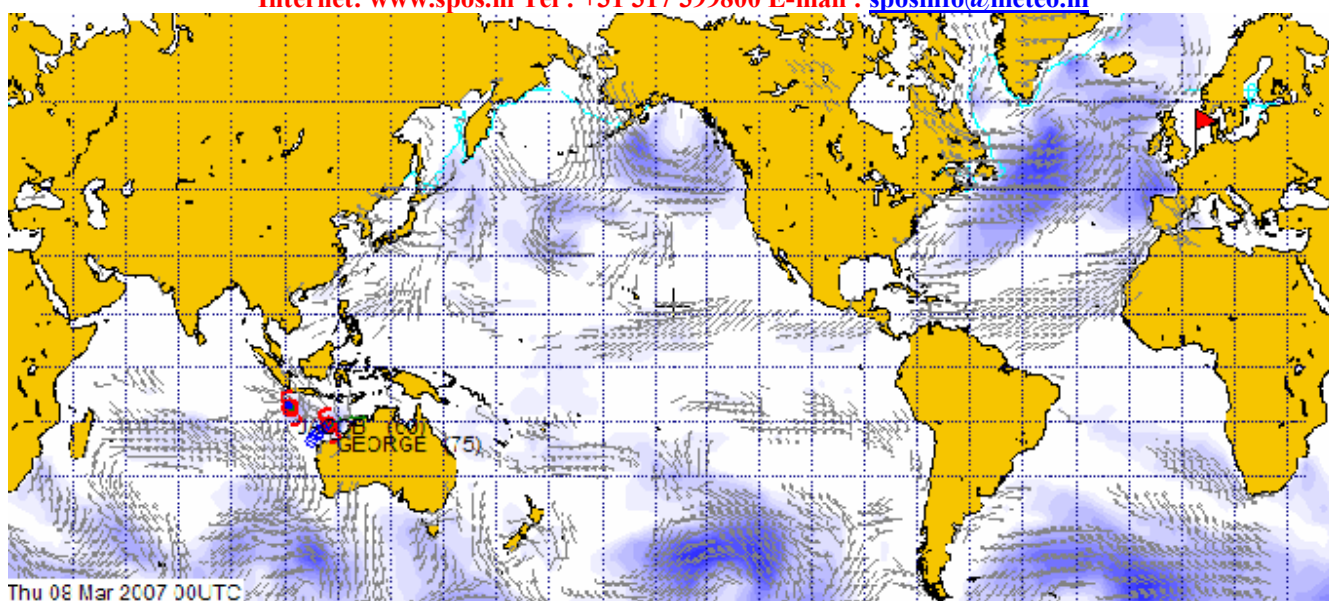
**Photo : Rokus Dieleman ©**

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





The **SVANEN** seen in the Wilton Harbour in Schiedam during some tests at Mammoet  
**Photo : Baris Klop ©**

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