

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 069



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

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**The MSC HEIDI seen enroute Antwerp**

**Photo : Willem Kruit ©**

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## EVENTS, INCIDENTS & OPERATIONS

**Vandaag 13 maart is Kees Bustraan jarig.**

Vanavond zal hij op de maandelijkse borrel van de **KNVTS afdeling Antillen** aanwezig zijn, deze wordt ditmaal in het **Zeemanshuis** aan de **Emancipatie Boulevard** gehouden.  
Een allen die een borrel op zijn gezondheid wil komen nemen is van harte welkom.

Kees van harte gefeliciteerd met je verjaardag en blijf doorgaan met je mooie foto's nemen!

**Vivienne, Clifford, Savannah en Diamond-Ray**

En uiteraard ook gefeliciteerd namens alle lezers van de newsclippings

## Giant cruise ship makes maiden call at Dubai

Dubai had its largest ever cruise ship visitor yesterday when the **Queen Mary 2** docked at Port Rashid.

The 151,400-tonne ship dwarfed everything around her after she came alongside at about 6am as part of her first world tour.

The British-registered vessel's owner Cunard said in all likelihood the Queen Mary 2 (QM2) would visit Dubai again if, as expected she embarks on a second around-the-world cruise. Richard Parker, tour manager for QM2, said the visit to Dubai created "a buzz" among the passengers.

"Dubai is a great port to visit because everyone's heard about what's on offer here, from the Burj Al Arab to the ski slope - there's a lot of interest," he said.

About 2,500 passengers were aboard the QM2 and more than half left the ship in Dubai at the end of their voyage. Around 1,300 new passengers joined the world famous vessel, which has a crew of about 1,600, to replace those who left.

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Of those who were continuing their holidays on the vessel, over 1,000 went on excursions in and around Dubai. Dozens went for shopping and cultural trips to Sharjah, while yet more were taken to Hatta Springs before the QM2 left for Egypt early in the evening.



Photo : Reinier Meuleman ©

The 1,132-foot-long ship is as tall as a 23-storey building and ranks as the second-largest passenger ship in the world.

## Boskalis: omzetsderving EUR 25-30 mln door aanvaring Fairway



Boskalis zal door de aanvaring van sleepopperzuiger **W.D. Fairway** door containerschip **MSC Joanna** voor de rest van 2007 een omzetsderving van circa EUR 25-30 miljoen lijden. Dat schrijft de baggeraar maandag in een persbericht. De sleepopperzuiger werd op 8 maart aangevaren tijdens baggerwerkzaamheden in de haven van het Chinese Tianjin.



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Door de uitval van de sleepopperzuiger, die wel verzekerd was, zal het bedrijf op het resultaat voor belastingen (EBIT) een nadelig effect van EUR 5-7 miljoen ondervinden. Het schip is gedurende 2007 niet meer inzetbaar.

Volgens Boskalis is de schade aan de **W.D. Fairway** 'aanzienlijk' en zal het schip de rest van het jaar niet meer inzetbaar zijn. 'En misschien zal er voor de reparatie wel een kleine uitloop in 2008 zijn, maar dat weten we met de gegevens die we nu hebben nog niet', zo stelt voorlichter Roel Berends.

Boskalis verwacht geen verdere schade uit lopende contracten en verplichtingen. Dat is volgens Berends mede te wijten aan het feit dat het schip niet voor het hele jaar geëncmtteerd stond. Het kosten van de schade aan de Fairway zelf zijn volgens Berends 'nog niet bekend'.

Ook weet de voorlichter nog niet of een ander schip de opdracht van de **Fairway** in Tianjin zal overnemen. 'Dat moeten we nog bekijken'.



The newly lengthened **STENA BRITANNICA** made her first sailing from Harwich International Port (Parkeston Quay) 12th March 2007

Photo : David Hazell ©

## Italian vessel to start oil recovery

**Allied Shield**, an 80-meter long dynamic positioning vessel of Sonsub Limited will arrive in Bacolod City Saturday evening to start the recovery operation of the remaining bunker fuel left at the **M/T Solar 1** that sank off Guimaras strait in August last year.

The vessel will arrive earlier than expected as it was previously reported to dock at the Bacolod reclamation (BREDCO) port on March 14. However, the Ligtas Guimaras website confirmed that the recovery operation will start on the 14th

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of March. Presidential Assistant for Western Visayas Rafael Cos-colluela who was designated by President Arroyo as Regional Incident Commander relative to the sinking of the Solar 1 tanker said the management of Sonsub Limited, an Italian firm specializing in deepwater operations, chose to dock at BREDCO in Bacolod City because it is closer to the site of the sunken vessel.

Upon berthing at the BRED-CO, the crew of the Allied Shield will have six hours to clear their documents with the Bureau of Customs (BOC) and the Bureau of Immigration (BI). Coscolluela added that interested members of the Task Force Solar 1 Oil Spill and the media will be given the chance to board the recovery vessel prior the actual operation. It will be off limits to the public as soon as the groundwork starts.

The operation, which is expected to last for 20 days, will be using two remotely operated vehicles (ROVs).

The Philippine Coast Guard (PCG) warned that the one-kilometer exclusion zone from the ground zero would be enforced to avoid possible problems that may arise while the operation is going on.

PCG has also mapped out its other contingency measure in addition to the enforcement of an exclusion zone to include deployment of response tugboats, spill booms and two coastal vessels to provide security.

Tugboats are equipped with oil dispersants, oil skimmers for the mechanical recovery of oil.

Likewise, an aircraft with an airborne dispersant capability will be deployed to do a continuous monitoring.

The PCG estimated that around 800,000 to 1 million liters of bunker fuel remained embedded at the tanker from the more than two million liters that should have been transported to Zamboanga.

## SMIT EUROPE CONFESS COLOUR



The new build **Smit Europe** have received her first layer of paint. The lady in red shows slowly her design shape. It is expected that this 65 ton bollard pull tug will be delivered to her owners at the end of May, with her sister **Smit Africa** following 2 weeks later. - **Photo : Hans van der Ster**

## Smit Salvage bergt gekapseisd schip Antwerpen

Bergingsbedrijf Smit Salvage heeft de opdracht verworven het gekapseide schip in de Antwerpse haven recht trekken. Het Italiaanse schip Repubblica di Genova kwam donderdag op zijn kant te liggen door een technische storing.

Veel containers en auto's vielen letterlijk tussen wal en schip. De berging gaat waarschijnlijk enkele maanden duren. Het omgeslagen schip is inmiddels een grote attractie in het Verrebroekdok in Antwerpen.

## Oplossing bij Smit door vonnis niet dichterbij

Een oplossing van het conflict bij Smit is door het vonnis afgelopen weekeinde van de rechtbank in Rotterdam niet dichterbij gekomen. De rechter bepaalde dat de slepers bij Smit het werk moesten hervatten, maar stond toe dat de acties later beperkt worden hervat.



De **THAMESBANK** – Foto : Robert Smith ©

'De Rotterdamse haven wordt een onbetrouwbare haven', reageerde bestuurder Cees Bos van FNV Bondgenoten vanochtend op de uitspraak van de rechtbank. Volgens hem heeft het kort geding de tegenstellingen alleen maar verscherpt.

Volgens Bos staat de rechtbank een langere staking toe dan de bond van plan was. 'We mogen van de rechter meer staken dan we zelf hadden bedacht. Dit betekent dat wij elk moment de stekker eruit kunnen halen', aldus Bos.



## CASUALTY REPORTING

# Russian-Flagged Freighter Hits Yacht in Bosphorus

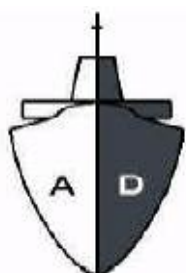
A Russian-flagged freighter hit and sank a 20 meter long yacht, moored at the berth, while passing the Bosphorus strait Monday night. AP reports that "**Glorius**", carrying wheat from Novorossiysk to Tunisia had a rudder problem.

The vessel is at the safe anchorage now. As reported by the Turkish authorities, the vessel had no pilot with a local knowledge, which is compulsory by the Montreux Convention regulating the navigation in the Bosphorus. No one was injured.

## NAVY NEWS

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# Theodore Roosevelt Moves to Shipyard

**USS Theodore Roosevelt (CVN 71)** made a four-hour plus transit of the Elizabeth River in Hampton Roads on March 7, on her way to Norfolk Naval Ship Yard for a nine-month Planned Incremental Availability (PIA). The Navy's fourth Nimitz-class aircraft carrier will undergo more than 90 major modifications, including a JP-5 (fuel system) alteration and installation of a new electronic throttle system in the ship's propulsion plants. The ship also will receive a rolling airframe missile modification for the Close-In Weapons System, and a local area network (LAN) system upgrade.

Roosevelt's maintenance manager, Lt. Cmdr. Scott Shea, said quality of life improvements, such as 10 new "millennium" restrooms and 12 refurbished restrooms, will help make shipboard life more comfortable for the crew. Some of the modifications began taking place prior to the ship's arrival at the shipyard. "We planned on refurbishing the heads while we were in the yards, but we're working ahead of schedule," Shea said. "We want to accomplish as much as we can as soon as we can, and it looks like we're off to a good start." Shea also said more than 600 racks will be replaced and four berthing areas completely renovated. In all, Shea said more than 500,000 man hours will be spent upgrading and repairing the ship during the yard period.

During a general announcement to the crew March 6, Commanding Officer Capt. J. R. Haley said although productivity is important in this evolution, safety takes priority in all situations. He said the ship's goal is to complete the progression efficiently, yet expeditiously.



P 281 **HMS TYNE** arrived in the port of Ostend : Photo : Wesley Vercruysse ©

## France Steaming Ahead on PA2/CVF Carrier Project

Throughout most of the Cold War period, France maintained two aircraft carriers. That changed when the FNS **Foch**, the last **Clemenceau** Class carrier, was retired in November 2000 (it will now serve the Brazilian Navy as the **Sao Paolo**). As Strategis notes, France has lacked the capacity to ensure long-distance air coverage during the FNS **Charles de Gaulle's** maintenance cycles or during other periods when the carrier is not available for active duty (approximately 35% of the time). In 2015, the ship will be taken out of service for an extensive maintenance overhaul. Despite a slippage in initial construction dates from 2005 to 2007-2008, the French still hope to take delivery by 2014 so the the new ship can be operational by the time their sole operational aircraft carrier goes off line for repairs.

The project has been awarded to the "MPOA2" (Maitrise d'Oeuvre Porte Avions No 2) consortium composed of DCN and Thales, and is now proceeding in cooperation with the UK. The design was originally though to be for a ship of about 58,000t, but detailed design work has pushed it up into the 74,000t range, fully 72% larger than the FNS **Charles de Gaulle**. Unlike the problematic nuclear-powered de Gaulle, however, the PA2 will be a conventionally-powered ship with an all-electric power system driven by Rolls Royce gas turbines.

The PA2 design phase was officially launched by French Minister for Defence Mme Michele Alliot-Marie on January 24, 2005. The studies undertaken since early 2005 have focused on the opportunities for cooperation between the French PA2 and the British CVF future carrier programs. These studies concluded that the basic 55,000-65,000t CVF design put together by the BAE-Thales Alliance team could meet the French Navy's requirements with only limited tailoring. Unlike the 43,000t CVN Charles de Gaulle Class, therefore, the new PA2 carrier will feature conventional as opposed to nuclear engines.



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The program faces obstacles in France, where a slow economy, aging population, and large array of public spending programs makes funding somewhat uncertain beyond the May 2007 Presidential elections. Aviation week quotes France's current defense minister Michele Alliot-Marie, who reportedly said at Paris' Euronaval show in October 2006 that:

"...her "ambition is to render this program as irreversible as possible." She not only sees the project as vital to "ensure that our overseas deployment capacity remains permanent," but also as a foundation for constructing "a consolidated European industry and a solid European defense." "

When complete, the ship will operate 60-70 Rafale M fighters, E-2C/D Hawkeye airborne early warning aircraft, and AS565 Panther or NH90 NFH naval helicopters. Defensive missile systems will likely include the Eurosam Aster 15 PAAMS, as well as Mistral short-range missiles on a Sadral launcher.

The next key project milestone is the 'Dossier de Lancement et de Realisation,' which is similar to 'Main Gate project approval.' It's due by the end of March 2007, but could be delayed until May 2007 or later if the government vacillates. If, as currently planned, the British program also reaches Main Gate Approval around March 2007, there is some optimism that an industrial cooperation agreement could be signed and made public in April 2007, during the final Anglo-French ministerial meeting before the French presidential election in April.

Many are hoping that the most turbulent part of the journey lies behind them.

In June 2006, PA2 ship design recommendations were made made to the French DGA. They included substantial changes: increasing displacement over the CVF design by 9,000t (to 74,000t), maximum flight deck width by 4 m (to 73 m), and draft by 2 m (to 11.5 m). These increases stem from the need to incorporate American-designed 90 meter C13-2 steam catapults and accompanying boilers that are missing from the British design, internal hangar space changes, a significant increase in carried fuel, and nuclear weapons storage. These changes would also reduce speed from 26.3 knots to about 25-26 knots, a disappointment as the Marine Nationale was hoping for an increase to 29 knots.

Aviation Week reports that the extent of the modifications alarmed the British, to the extent that the joint program was called into question. By Sept. 21, 2006, however, it was accepted that the French PA2 would be only 90% compatible, and that both sides were willing to offer maximum cooperation. Though some features like the engine room and controls will be identical on both classes, the pressing need to cooperate has entailed concessions on both sides, and some key design differences:

The PA2 must be fitted with steam catapults and arresting gear for the Rafale M fighters, plus the necessary piping, maintenance shafts, and boilers. The French are working to get US export clearance for the C13-2 system. Britain's F-35B STOVL Joint Strike Fighters will use a ramp for take off and can land vertically. The CVF Queen Elizabeth Class will be retrofittable for catapults, but the British prefer to wait for smaller, lighter EMALS electro-magnetic catapults rather than installing all that bulky, heavy, steam machinery.

PA2's elevators from the aircraft hangar up to the flight deck will be slightly wider to accommodate the Rafale-M's wingspan. There may also be some hangar space changes.

PA2 will embark 300 more sailors (1,720) than the **CVF Queen Elizabeth Class**.

PA2 will have secure storage spaces for nuclear weapons. The Royal Navy delivers nuclear weapons only from its **SSBN Vanguard Class** Trident missile submarines.

PA2 will have more space for fuel, because the French navy refuels less often.

PA2 will use the same French SATRAP list compensation system used on the Charles de Gaulle aircraft carrier, which use a combination of fins, rudders, and compensation weights on train tracks. SATRAP can maintain stabilization to within 0.5 degrees of horizontal, allowing aircraft launch and recovery up to Sea State 5/6.

On the other hand, the French also made several design concessions to keep the joint program stemming along:

Accommodations will be by rank (British style, officers in back), not by functions (French style)

The air wing operations room will also be at the back of the ship, away from carrier operations and the admiral's staff room where the French usually position it.

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On the British side, the British government wants its shipbuilding industry to begin restructuring in accordance with the Defence Industrial Strategy before it awards the future aircraft carrier (CVF) contract. British yards shipyards are visiting French facilities, and looking to benefit from their improvement - and the French have offered to help, for a price. The quid pro quo is that British shipyards adopt French production standards and methods, and that the British agreed to design changes that accommodate French requirements (provision for larger ammunition storage holds, special secure storage areas the French can use for nuclear weapons, etc.)

There is some thought that adoption of identical standards could lead to the building of common sections for the three carriers, but that hasn't gone past the discussion stage yet.

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The **ESVAGT CARPATHIA** was delivered by the builder, ASL Shipyard - Singapore, to her owners.

Photo : Ton Has ©

## Samsung books \$617 million drillship order

Samsung Heavy Industries has booked a 583.1 billion (\$617 million) drillship order for an undisclosed European order, according to a regulatory filing. Delivery is set for end-June 2010.

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## Danaos Orders Boxships from Chinese Shipyard

Danaos Corporation recently announced that it has signed shipbuilding contracts for four 6,800 TEU vessels with China Shipbuilding Trading Company, Limited. The vessels will be built by the Shanghai Jiangnan Changxing Heavy Industry Company Limited and they are expected to be delivered to Danaos during the second and third quarter of 2010. This new order increases Danaos' total order-book to 19 containerships with a total carrying capacity of 102,324 TEU or 73% of its current fleet.

Also Danaos Corporation announced on March 8th that it has signed an agreement with CMA-CGM to time charter three containerships for a period of 36 months and at a net charter rate of \$ 22,950 per day. The charters will commence as of the date when the current employment of these vessels ends in 2007.

## BC Ferries' Northern Vessel Opens to Public

BC Ferries will host a series of open houses this month to give all members of the public an early preview of its newest ship, the MV Northern Adventure. The vessel will officially commence service on the north coast routes on March 31, 2007, pending completion of crew training and dock trials. Purchased last year and transported to British Columbia, the two-year old Northern Adventure has been completely renovated and modified for service on the north coast. Take a stroll on one of the vessel's three spacious outer decks, which have been designed to optimize views and exposure to the region's spectacular scenery, and check out the Lighthouse Café which allows customers to relax in the open air during the summer season.





## Wärtsilä buys out Cape Town propeller company

Wärtsilä, the Finnish ship power supplier has agreed to acquire the entire business interests of Cape Town-based South African company Marine Propeller (Pty) Ltd.

Marine Propeller is privately-owned and focuses mainly on repairing propellers but also casts small propellers.

This acquisition will expand Wärtsilä's already significant presence in South Africa to include propeller repair.

Marine Propeller will be moved to Wärtsilä's new premises in Cape Town by mid 2007 and its personnel will become Wärtsilä employees.

Internationally Wärtsilä, which was founded in 1834, employs more than 13,000 people manning 130 Wärtsilä locations in close to 70 countries around the world.

In 1997 Wärtsilä Diesel took over New Sulzer Diesel (NSD) from the Swiss-based Sulzer Bros to form Wärtsilä NSD although in 2006 the brand name Sulzer was dropped from the company's engines.

## DP World To Sink \$2 Billion Into Indian Ports

Marine terminal operator DP World plans to invest \$2 billion to expand its India operations, company officials said.

The Dubai-based company operates five ports on India's west coast and manages an estimated 40% of the country's container terminal operations, which are straining to meet the demands of India's rapidly growing economy.

"Port investment is crucial for the growth of industries," Ganesh Raj, DP World's senior vice president and managing director, was quoted as saying by Indian media.

Bottlenecks at Indian ports due to capacity constraints have become a significant drag on commerce.

According to government figures, it takes an average of 85 hours to unload and reload a ship at India's major ports, 10 times longer than in Hong Kong and Singapore.

The government estimates that \$320 billion will need to be spent over the next five years to upgrade India's infrastructure, including \$13.5 billion for its 12 key ports.

Last year, DP World gained control of three terminals in India through its \$6.8 billion acquisition of U.K. ports operator Peninsular & Oriental. DP World is eager to gain a presence in eastern India.

Raj said the company has achieved significant growth in traffic at its Indian ports. Its container terminal in Chennai in the southern state of Tamil Nadu was growing throughput at a 9% annual rate before DP World took it over. Since then, it has averaged 22% growth.

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India allows 100% foreign direct investment for port development projects. It plans to raise 64% of the proposed investments in ports from private companies. Container traffic is expected to clock growth rates of 15.5% in the next five years and cargo traffic 7.7%.

DP World operates terminals in 24 countries. The company says it has significant expansions under way in India and China.

In the U.S., DP World was forced to sell six ports it acquired in the P&O deal to AIG Global Investment Group in December due to political pressures.

## MOVEMENTS

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The **MTS VALOUR** seen departing from Rotterdam

Photo : Bert Bot ©



The **HANJIN BUDAPEST** seen enroute Antwerp  
Photo : [www.tugspotters.com](http://www.tugspotters.com)



The **AL SALHEIA** seen in Rotterdam-Europoort  
Photo : Jan Oosterboer ©

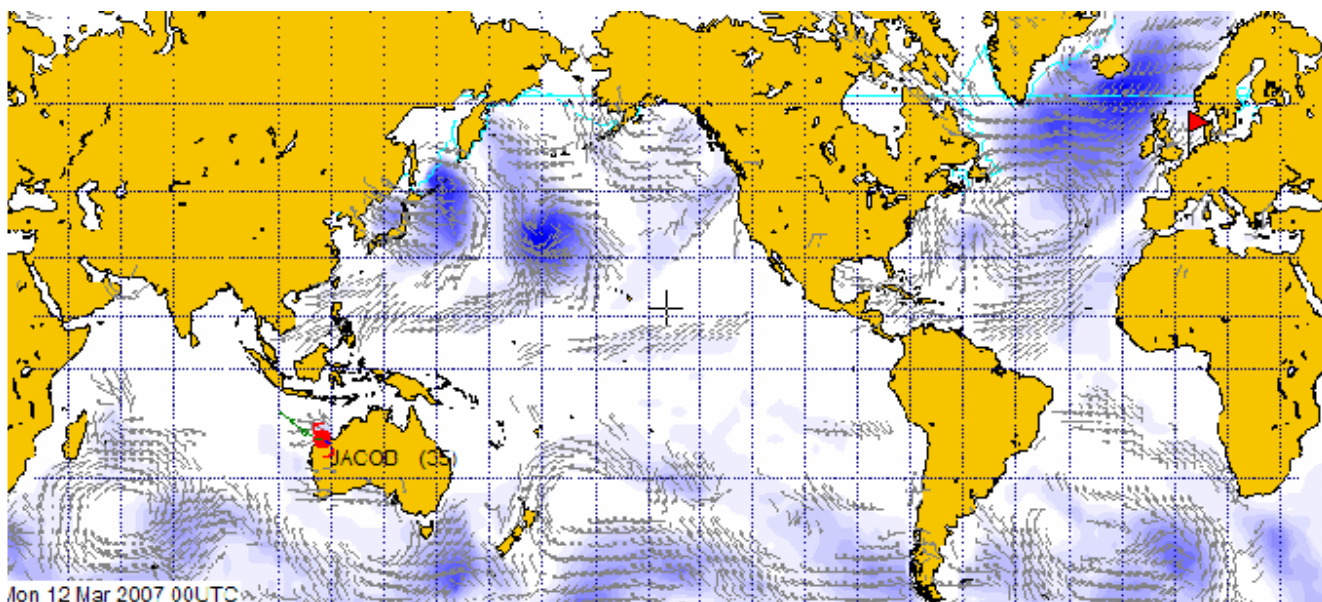
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

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



The **OOCL SHENZHEN** seen in the Ijmuiden locks  
Photo : Rene Sher © via OOCL.

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